



**California Department of
Transportation**

**2000-2001
CALIFORNIA
STATEWIDE
TRAVEL SURVEY**
Weekday Travel Report

(June 2003)

This report was published in cooperation with the United States Department of Transportation, Federal Highway Administration. The content of this report reflect the views of the authors and not necessarily the official views or policies of the California Department of Transportation or the United States Department of Transportation. This report does not constitute a standard, specification, or regulation.

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TRAVEL SURVEY**
Weekday Travel Report

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JUNE 2003



2000-2001 CALIFORNIA STATEWIDE TRAVEL SURVEY *Weekday Travel Report*

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Prepared for

State of California
Department of Transportation
Division of Transportation System Information
Office of Travel Forecasting and Analysis
Statewide Travel Analysis Branch

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2000-2001 STATEWIDE TRAVEL SURVEY

Preface about September 11, 2001

The 2000-2001 California Statewide Travel Survey was conducted between October 2000 and December 2001. On September 11, 2001, in the middle of this survey, the attacks on the World Trade Center and Pentagon severely disrupted travel throughout the US. It also reduced people's willingness to answer phone calls and discuss their household and its travel. At the time of the 9/11 catastrophes, the Fall 2000 and Spring 2001 phases of the travel survey had been completed and the Fall 2001 phase was ongoing. In an attempt to understand changes in travel behavior as a consequence of 9/11, a method was developed to study how trip rates were affected. Travel data collected from the Fall 2001 was compared to the household travel survey data from Fall 2000. The goal was to determine whether post-9/11 trip rates were less than pre-9/11 and if so what types of trips were affected.

Changes in travel behavior due to the September 11 events were to be regarded as a temporary phenomenon with "normal" travel behavior to return with the passage of time in most cases. Depending on the examination of trip rates, post-9/11 adjustments to the driver and person trip rates for the Fall 2001 survey period will be recommended to assist with the development of regional and statewide models. The adjusted trip rates to be published later in the spring of 2004 will include additional analysis of driver, person, and total trip rates affected by the 9/11 phenomena (see Chapter 7 – Effects of September 11, 2001 – Impact On Travel Behavior).

Executive Summary

The California Department of Transportation, Division of Transportation System Information, Office of Travel Forecasting and Analysis maintains statewide travel data to estimate, model, and forecast travel throughout the State. The information is used to help in transportation planning, project development, air quality analysis, and a variety of other program areas. The survey obtained sample household socioeconomic and travel data for application to travel demand forecasting at the regional and statewide levels. The 1991 Statewide Travel Survey last updated the statewide data. Unlike the 1991 Survey, which focused on trips made for a particular purpose, the 2001 Survey was "activity" based and included in-home activities and any travel (i.e., whether taking a car or bus, biking, or walking) completed in accessing activity locations.

The 2000-2001 California Statewide Household Travel Survey was conducted among households in each of the 58 counties throughout the State and grouped by region, both urban and rural. A total of 17,040 households participated in the survey to provide a snapshot of both regional and interregional travel patterns.

Specific travel behaviors have been closely associated with socioeconomic characteristics for transportation planning, forecasting and modeling purposes. The 2000-2001 California Statewide Travel Survey gathered socioeconomic data such as housing unit type, household size, income, vehicle ownership, as well as employment status, ethnicity and age of each household member. Other travel information collected in the survey includes of all places visited during the specified travel period by household members, including location type, activities, mode, arrival and departure times, and vehicle occupancy.

Household travel information shown in this report is at the regional and statewide levels are based on “linked” trips. For the purposes of the 2000-2001 California Statewide Travel Survey the definition of a “linked” trip is when a person changes travel mode to reach the “real” destination, or when a driver makes a stop to serve a passenger (drop off or pick up) on the way to the actual or ultimate destination. In a linked trip, the trip to the location where the travel mode change or serve passenger occurs is combined (or linked) with the trip continuing from this location to the ultimate destination. A linked trip may include more than one stop to change travel mode or serve a passenger.

The trip data presented in this report are a summary of linked trips unless otherwise noted.

A. Key Statewide Travel Survey Findings

This report presents detailed data and extensive 2001 travel survey statistics, including summary statistics by region as well as statewide data summarized for California as a whole. Specific 2001 statewide survey statistics are presented in Table A - Key 2000-2001 Travel Survey Data For California Household Information and Table B - Key 2000-2001 Travel Survey Data For California Trip Information. Travel mode data are provided in Table C - 2000-2001 Travel Survey Data for California Weekday Mode Share and Table D - 2000-2001 2001 Travel Survey Data for California Commute Mode Share.

Tables B, C and D do **not** include the post September 11, 2001 (9/11) adjustments to the trip rates.

As shown in Table A, the number of occupied housing units or households in California totaled 11,502,866. Single housing units accounted for 63.8% of the occupied housing units, while apartments, duplex units, mobile homes, and all other units exclusive of single-family structures comprised 35.6% of the occupied housing units. In 2001, the average household surveyed statewide reported 2.8 occupants with a median household income of \$47,865.

In 2001, the average number of vehicles available per household was 1.9. Of the sampled households, 9% reported zero vehicle availability, 30% had one vehicle, and 38% had two vehicles, while 23% had access to three or more vehicles. Survey households also averaged 1.7 licensed drivers per household.

Table A - KEY 2000-2001 TRAVEL SURVEY DATA FOR CALIFORNIA
Household Information

HOUSEHOLD INFORMATION	
Vehicles Available	21,448,754
Vehicles In Use on Average Weekday (65.73%)	14,097,873
Full-Time/Part-Time Employees	14,125,184
Licensed Drivers	19,696,656
Occupied Housing Units (Household)	11,502,866
Single Housing Units	63.8%
Multiple Housing Units	35.6%
Other Housing Units	0.6%
Median Household Income	\$47,865
Persons Per Household	2.8
Vehicles Per Household	1.9
Full/Part-Time Employees Per Household	1.2
Licensed Drivers Per Household	1.7
HOUSEHOLD VEHICLE AVAILABILITY	
No Vehicles	9%
One Vehicle	30%
Two Vehicles	38%
Three or More Vehicles	23%

Table B summarizes the survey trip characteristics for the State of California. On an average weekday (Monday through Friday travel data), there are just over 98.5 million linked trips generated throughout the State. The mean number of weekday-linked trips per household is 8.6. Also, weekday travel averaged 5.9 driver trips per household, 3.2 driver trips per vehicle available, and 4.8 driver trips per vehicle actually in use on travel day. On a per person basis, 3.0 person trips (which exclude walk, bicycle, airplane, and "other" mode trips) are generated on an average

weekday. Among all trips over a 24-hour period, the average vehicle occupancy is 1.4 persons, while vehicle occupancy on non-directional home to work trips averaged 1.1 persons per vehicle during all times of the day and during peak morning commute times.

For weekday linked trips in the 2000-2001 California Statewide Household Travel Survey, respondents reported total trip length an average of 22 minutes and an average commute time of 27 minutes for home-work trips. Travel time to work was calculated by subtracting the actual arrival time at work from the actual departure time from home during the assigned travel date.

Table B - KEY 2000-2001 TRAVEL SURVEY DATA FOR CALIFORNIA
Weekday Trip Information

TRAVEL DATA (Linked Trips)	
Total Trips	98,549,454
Person Trips*	91,011,903
Driver Trips**	68,053,113
Total Trips Per Household	8.6
Person Trips Per Household	7.9
Person Trips Per Person Five Years of Age or Older***	3.0
Driver Trips Per Household	5.9
Driver Trips Per Vehicle Available	3.2
Driver Trips Per Vehicle In Use on Travel Day	4.8
Vehicle Occupancy	
All Trips (24 hours)	1.4
All Trips (7-9 a.m.)	1.2
Home-Work Trips (24 hours)	1.1
Home-Work Trips (7-9 a.m.)	1.1
Mean Travel Time (Respondent Reported)	
Weekday 'All Trips' Trip Length	22 minutes
Weekday 'Home-Work Trips' Trip Length	27 minutes

For the weekday travel mode distributions in California, vehicle driver trips accounted for 69.1% of statewide household travel, while vehicle passenger trips were 19.4%. Public transportation trips accounted for 2.1% and school bus for 1.7%. Additionally, bicycle trips, totaled 0.7%. More than 6.5% of all trips were walk trips and 0.3% were trips by the other modes.

Table C - 2000-2001 TRAVEL SURVEY DATA FOR CALIFORNIA
Weekday Mode Share Information

Travel Mode Distribution	Weekday Percent
Vehicle Driver Trips	69.1%
Vehicle Passenger Trips	19.4%
Public Transportation Trips	2.1%
School Bus Trips	1.7%
Bicycle Trips	0.7%
Walk Trips	6.7%
All Others	0.3%

Regarding directional home-to-work commute mode shares specifically, 83.3% of the weekday commuters drove alone to work; 9.9% carpooled or vanpooled; 3.4% traveled on public transit; while another 2.6% walked; 0.7% bicycled; and 0.2% used some other means of transportation to work. When reported for 7:00 to 9:00 morning commute period, 85.2% of the commuters drove alone and 3.8% used public transit.

Table D - 2000-2001 TRAVEL SURVEY DATA FOR CALIFORNIA
Weekday Commute Mode Share Information

Commuter Mode Share-Weekday Trips	24 Hours	7- 9 a.m. Start
Drove Alone	83.3%	85.2%
Carpooled or Vanpooled	9.9%	7.8%
Public Transit	3.4%	3.8%
Walk	2.6%	2.4%
Bicycle	0.7%	0.6%
Other	0.2%	0.2%

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Chapter 1. Introduction

The main purpose of this survey was to update the socio-economic and travel data last reported for 1991. Since then population and employment have increased and shifted as has associated travel. Lifestyles and mobility have changed too. Caltrans wanted to examine these changes and make this current and expanded information available to transportation planners and analysts throughout the State. Using the 2001 travel information, transportation planners and analysts can examine more recent trip generation rates, mode of travel distributions, trip length data, vehicle occupancy rates, and a variety of other socioeconomic and travel-related data. The information will be useful for refinement of statewide travel demand models, vehicle emissions analyses, estimates and forecasts of future travel behavior.

The California Department of Transportation contracted with NuStats Research and consulting to conduct the 2000-2001 California Statewide Household Travel Survey., NuStats surveyed randomly selected households using the telephone recruitment/diary mail-out/telephone trip retrieval method.

The statistics presented in this report are adjusted for trip underreporting as determined by the Global Positioning System (GPS) analysis as described in Chapter 4. The overall trip underreporting correction factor includes both Caltrans and Southern California Association of Governments (SCAG) Household Travel Survey GPS efforts. Caution must be taken when comparing results in this report to the 1991 California Statewide Travel Survey results for three reasons:

- 1) The 1991 Survey results were not adjusted for trip underreporting
- 2) The 1991 Survey utilized one weight factor – own/rent status by vehicles available while the 2000-2001 Survey results were weighted by four weight factors – own/rent status by vehicle availability, households by county distribution, household size and income.
- 3) The 1991 Survey was a trip-based survey and the 2000-2001 Survey was an activity-based survey.

This report presents socioeconomic and travel data from the 2001 Statewide Travel Survey including data reported for 16 urban regions in California, as well as for an overall rural region comprised of nineteen rural counties.

Table E - Region Definition

Region	County	Region	County
Western	Amador	San Joaquin	San Joaquin
Sierra Nevada	Calaveras	San Luis Obispo	San Luis
	Mariposa	Santa Barbara	Santa Barbara
	Tuolumne	Shasta	Shasta
AMBAG	Monterey	Stanislaus	Stanislaus
	San Benito	Tulare	Tulare
	Santa Cruz	Rural (all others)	Humboldt
MTC	Alameda		Madera
	Contra Costa		Nevada
	Marin		Sierra
	Napa		Kings
	San Francisco		Mendocino
	San Mateo		Lake
	Santa Clara		Tehama
	Solano		Siskiyou
	Sonoma		Inyo
SACOG	El Dorado*		Mono
Western	Placer		Alpine
portion of El	Sacramento		Lassen
Dorado and	Sutter		Modoc
Placer Counties	Yolo		Del Norte
	Yuba		Glenn
SCAG	Imperial		Plumas
	Los Angeles		Colusa
	Orange		Trinity
	Riverside		
	San Bernardino		
	Ventura		
Butte	Butte		
Fresno	Fresno		
Kern	Kern		
Merced	Merced		
San Diego	San Diego		

Sections of this report are organized by chapter. Descriptions of the 2000-2001 California Statewide Household Travel Survey methods and execution, as well as, the survey results are grouped by major topic.

1. Chapter 1 - Introduction
2. Chapter 2 - Survey Methodology
3. Chapter 3 - Survey Data Weighting and Expansion
4. Chapter 4 - Global Positioning System (GPS) and Adjustment Factors for Trip Underreporting
5. Chapter 5 - Caltrans Trip Underreporting Correction Factors
6. Chapter 6 - Survey Findings
7. Chapter 7 - Effects of September 11, 2001 and Impact On Travel Behavior
8. References
9. Glossary of Terms

Additional information on the 2001 survey instruments, sampling design and procedures, interview process, survey data weighting and expansion factors and use of Global Positioning System (GPS) to determine trip underreporting was published in the "2000-2001 California Statewide Household Travel Survey Final Report, (June 2002)", NuStats. This report is available on the Division of Transportation System Information website at: <http://www.dot.ca.gov/hq/tsip/docs.htm>

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Chapter 2. Survey Methodology

A. Survey Sampling

The universe for the Statewide Survey is defined as all households located within the State of California. Caltrans specified the required number of samples for each of 17 regions based on the proportional distribution of Year 2000 estimated number of households in each county within each region. The only exceptions were for the SCAG and AMBAG regions. The SCAG region used a disproportionate sample with an equal number (500) of samples required for each county. For the AMBAG region, 240 additional surveys were conducted for Santa Cruz County. Table F includes each region, corresponding Year 2000 estimated number of households, and required sample size for both weekday (24-hour, Monday through Friday) and weekend (48-hour, Friday and Saturday or Sunday and Monday) samples.

Table F - Sample Size By Region

Region	County	Year 2000 Estimated Households	Weekday Sample Size (goal)	Weekend Sample Size
Western Slope/ Sierra Nevada	Amador	12,819	111	16
	Calaveras	17,553	152	9
	Mariposa	6,815	59	8
	Tuolumne	20,505	178	20
	Region Total	57,692	500	63
AMBAG	Monterey	108,675	255	38
	San Benito	15,410	36	18
	Santa Cruz	88,687	448	50
	Region Total	212,772	740	106
MTC	Alameda	515,170	209	113
	Contra Costa	353,547	144	98
	Marin	98,159	40	60
	Napa	45,115	18	52
	San Francisco	311,191	127	56
	San Mateo	266,130	108	39
	Santa Clara	568,257	231	46
	Solano	131,947	54	22
	Sonoma	169,923	69	15
	Region Total	2,459,437	1,000	501
SACOG	El Dorado	64,827	92	81
	Placer	90,431	128	28
	Sacramento	443,139	627	78
	Sutter	31,300	44	14
	Yolo	55,817	79	13
	Yuba	21,804	31	7
	Region Total	707,317	1,000	221

Region	County	Year 2000 Estimated Households	Weekday Sample Size (goal)	Weekend Sample Size
SCAG	Imperial	52,405	500	0
	Los Angeles	3,178,460	500	0
	Orange	935,603	500	0
	Riverside	558,796	500	0
	San Bernardino	569,105	500	0
	Ventura	244,749	500	0
	Region Total	5,539,119	3,000	0
Butte	Butte	80,383	500	67
Fresno	Fresno	269,554	500	97
Kern	Kern	233,013	500	91
Merced	Merced	65,703	500	64
San Diego	San Diego	994,253	1,000	267
San Joaquin	San Joaquin	187,966	500	84
San Luis Obispo	San Luis Obispo	87,003	500	68
Santa Barbara	Santa Barbara	138,217	750	103
Shasta	Shasta	67,051	500	64
Stanislaus	Stanislaus	154,167	500	78
Tulare	Tulare	121,000	500	73
Rural	All Others	330,095	2,500	52
	TOTALS	11,704,742	14,990	2,000

The survey produced a sample size of 17,040 randomly selected households with an overall reliability percentage points at the 95% confidence level with respect to household level attributes at the Statewide level of analysis.

The survey employed a probability sample selection process to select households for inclusion in the study. The type of probability sample used is stratified sampling in which the sample elements were drawn proportionately to the number of households for each county within a region. The sample was randomly generated using random digit dial (RDD) procedures to identify listed and unlisted telephone numbers across all telephone exchanges within each county. Listed and unlisted telephone numbers were screened to eliminate duplicate telephone numbers.

From the sample, a recruitment goal of approximately 23,500 households assumed a retrieval rate (that is, percentage of recruited households that will be completed) of 72%. This recruitment sample size and retrieval rate goal would produce a minimum of 16,990 completed surveys. The actual number of households recruited to participate in the survey was 24,049. Completed travel diary information was retrieved from 17,040 households to achieve a 71% retrieval rate.

Chapter 3. Survey Data Weighting and Expansion

A. Calculation of Weights

The 2000-2001 California Statewide Household Travel Survey required predetermined sample sizes, by region, to meet statistical reliability requirements within each region. However, this requirement results in non-proportional sampling when analyzing at the statewide level.

Statistical weights were used to adjust the sample proportions to actual proportions as determined by most recent Census data available (actual Year 2000 Census or 2000 Supplemental Survey). The weight variable for the 2000-2001 California Statewide Household Travel Survey has five factors in which their product adjusts the survey data for the following:

1. Vehicle availability by own/rent status
2. County
3. Household
4. Income distribution
5. Normalization of weight factors

The weighting process includes the development of these factors, then multiplying them together to determine the “final” weight. While the household data file contains each of the five factors for documentation purposes, only the final weights (final expansion factors), as discussed at the end of this chapter should be applied when analyzing the data. There are two different final expansion factors including Weekday and Weekend. The weekend trip tables are not included in this report. Weekend travel information with analysis of driver, person, and total trip rates will be published later in the fall of 2003. Weekend driver, person, and total trip rates will include post-9/11 adjustments to these trip rates.

From the survey, the number of vehicles available by household was classified by Owner/Renter status in Table G for inclusion in the development of the final expansion factor.

Table G - Total Number of Weekday Samples by Vehicle Availability and Household Owner/Renter Status

Region	Owner Occupied Housing				Renter Occupied Housing			
	0 Vehicles	1 Vehicles	2 Vehicles	3+ Vehicles	0 Vehicles	1 Vehicles	2 Vehicles	3+ Vehicles
California	159	2,931	5,721	3,461	434	2,113	1,536	465
AMBAG	3	138	261	183	17	107	109	39
Butte	3	107	169	105	18	67	51	16
Fresno	5	93	211	138	19	74	48	13
Kern	6	117	183	120	14	70	37	17
Merced	8	87	199	96	10	48	36	8
MTC	17	266	579	272	69	235	149	41
Rural	24	415	839	608	44	245	184	48
SACOG	7	179	359	182	21	121	76	18
San Diego	8	215	396	182	28	169	135	40
San Joaquin	5	109	196	115	13	56	54	17
San Luis Obispo	5	102	230	140	8	68	64	23
Santa Barbara	8	130	250	150	21	120	91	31
SCAG	35	582	1,075	601	108	523	337	96
Shasta	2	84	155	142	12	56	43	10
Stanislaus	5	97	184	105	14	56	44	21
Tulare	9	96	189	116	9	61	38	10
Western Slope/ Sierra Nevada	9	114	246	206	9	37	37	17

Chapter 4. Global Positioning System (GPS) and Adjustment Factors for Trip Underreporting

A. Background

Travel surveys, as with most self-reporting, typically have trips underreported, even with diaries and Computer-Assisted Telephone Interview (CATI). Respondents may forget, dismiss or censor trips; may not understand our concept of trip; may postpone entering trips into the diary (then forget), may not be dedicated to the survey or simply be careless; or may tire of answering questions. For these and many other reasons trips tend to be underreported.

To fully understand the nature of these effects and their contribution to underreporting, it is necessary to collect independent data on observed trips.

In the late 1990's, several pilot studies in the United States investigated the use of Global Positioning System (GPS) technology as a supplement in the collection of personal travel data. The results of the pilot studies indicated that GPS technology could improve both the accuracy and completeness of travel data. In 1998, the first real deployment of GPS equipment in a household travel survey occurred in Austin, Texas. From this study it was apparent that GPS data accuracy was subject to the U.S. government's intentional GPS signal degradation (known as Selective Availability). Selective Availability made it difficult to assess the benefit of collecting GPS data concurrently with travel diary data. On May 1, 2000, the Federal Government announced the immediate termination of Selective Availability – which improved, literally overnight, the positional accuracy of raw GPS data from a 50-100 meter range down to 5-10 meters. This dramatic improvement in GPS positional accuracy made the use of GPS in household travel surveys more desirable, while the continuously declining costs associated with GPS equipment made the application of this technology more feasible.

In February 2001, the GPS component of the California Statewide Household Travel Survey commenced – the first large-scale GPS-enhanced travel survey of its kind. In addition to this effort, the Southern California Association of Governments (SCAG) conducted a concurrent GPS study in southern California. The SCAG GPS component was conducted independent of the California Statewide Household Travel Survey. However, the overall trip underreporting correction factor and its application include the results from both the Caltrans and SCAG GPS efforts.

B. Purpose

The primary goal of the GPS component is the derivation of trip rate correction factors for underreporting CATI-reported travel data. Households recruited into the GPS-enhanced travel study were provided with both paper diaries and in-vehicle GPS data loggers. The data recorded on the paper diaries was collected by CATI-retrieval methods and then compared with the processed GPS data to identify under-reported trips and other reporting discrepancies.

The initial GPS deployment in the California Statewide Household Travel Survey included 517 recruited households with data collected in 2001 during spring months and then again during one fall month. The sampling plan was initially developed for three geographic regions – San Diego, Sacramento, and Alameda.

The SCAG Household Travel Survey also utilized GPS technology in trip underreporting detection and correction. Households in all SCAG counties, with the exception of Imperial, were included in the SCAG GPS survey. The results from both Caltrans and SCAG were used in determining the overall trip underreporting correction factor and applied to the Caltrans data set.

The combined results for all eight counties are shown in the following table. From the Caltrans survey, a total of 292 households provided complete CATI and GPS data. The SCAG Survey, provided an additional 261 complete CATI and GPS data. The Caltrans and SCAG studies contributed a combined total number of 565 GPS households

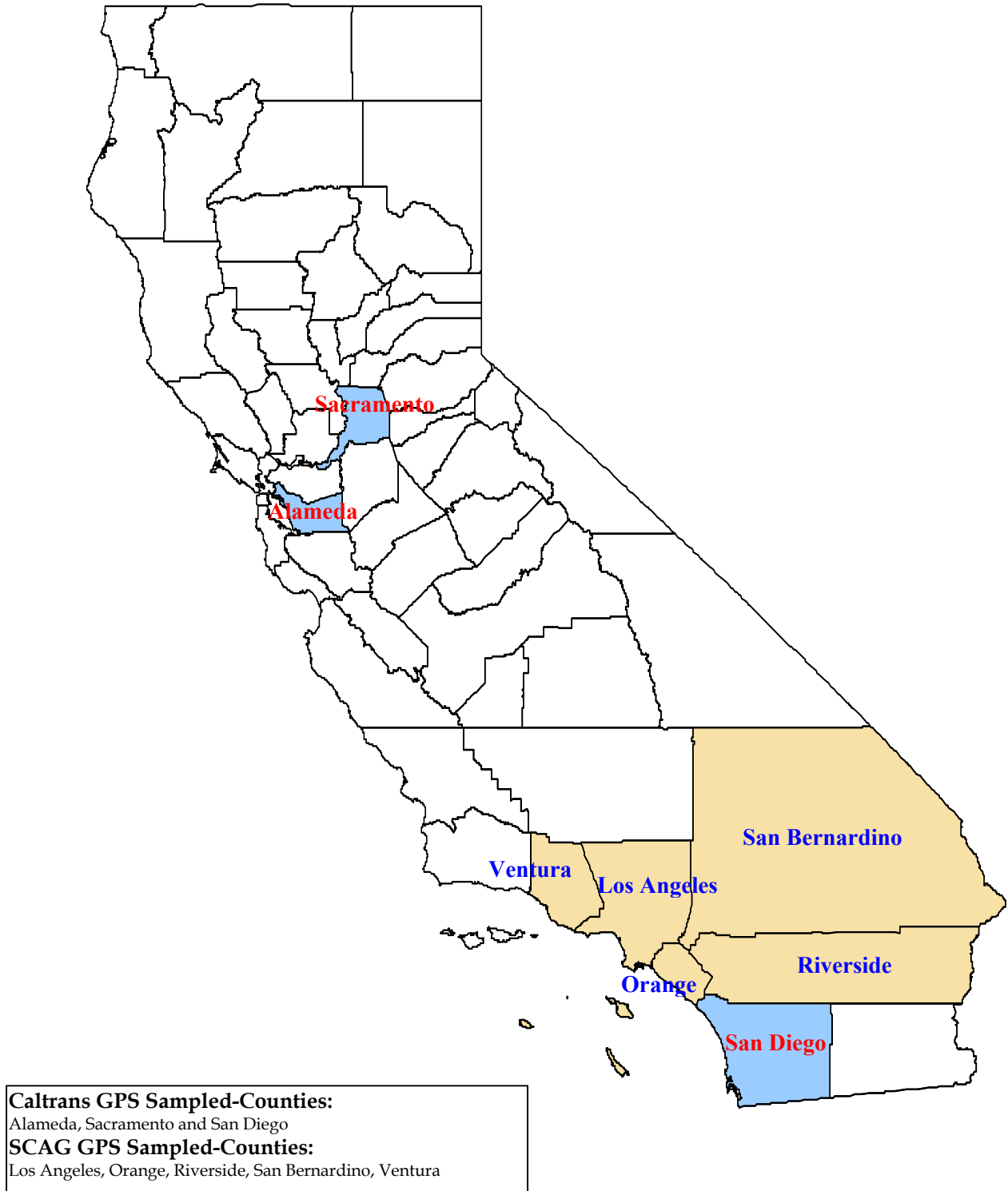
Table H - GPS Driver Trip Summary by County (Caltrans and SCAG Efforts)

County	Households	GPS Driver Trips
Alameda	88	711
Sacramento	93	854
San Diego	111	1,046
Los Angeles	51	384
San Bernardino	158	1,083
Orange	21	201
Riverside	24	285
Ventura	7	32
Totals	565	4,596

The set of household characteristics evaluated within this study include the size of household, the number of vehicles, the number of children, the proportion of adults in the household with either a full-time job and/or school attendance, the presence of only one adult in household, and the presence of multi-activity adults. Travel and trip characteristics examined include trip lengths, trip times of day, and trip purposes. Once the trip rate correction factors were developed for this sample, an evaluation of the applicability of these rates to other households with the same demographic characteristics statewide was made. Finally, this approach provided significant insight into the suspected determinants of trip underreporting.

This focused plan was designed to allow for an in-depth analysis of trip reporting behaviors while controlling for household, person, and travel characteristics. Weekday samples were the focus of the GPS study; weekend GPS sampling was not scheduled due to the small weekend sample size for the household travel survey.

Figure 1 - GPS-sampled Counties



C. Comparison of GPS to CATI Reported Trips

For the purposes of this report of the 2001 Caltrans Survey, the following review of the purpose, scope, process, and results of only the Caltrans study consisting of three counties (Alameda, Sacramento and San Diego) is described. However, the overall trip underreporting correction factor and its application include the results from both Caltrans and SCAG surveys. Analysis of the SCAG GPS data followed the same methodology as for the Caltrans GPS study.

In the Caltrans study, 292 complete households provided CATI and GPS data. A total of 2566 GPS trips were identified based on a minimum 2-minute stop or dwell time; further processing of the GPS trip data within the interactive GIS application revealed another 45 stops with a duration of less than two minutes that occurred off of the vehicle's main travel path. A 2-minute minimum was established based on previous GPS studies that revealed this threshold to be a good starting value. Stops with durations less than two minutes tend to be associated with traffic signals and congestion, and stops with durations greater than two minutes screen out other typical short-duration stops, including drop-offs and pick-ups. The CATI trip file generated a total of 2128 trips for the same households and vehicles.

The CATI-reported trips for each vehicle in each household were compared with the GPS-derived trip data. Individual trip records recorded by the GPS computer in each vehicle were matched to CATI data by travel departure time. A match rate of 58.5% was attained for all GPS measured trips using a plus or minus 12.5-minute departure time buffer as the only match criteria. Using the CATI reported trips as the baseline, 71.8% of the CATI trips were automatically matched to a GPS trip using this process.

The results of the matching process for each vehicle were then reviewed, with matching corrections made based on the type of discrepancy found. A final match rate of 75.9% for all GPS measured trips was achieved upon completion of the review process, along with the identification of nine GPS stops that were not likely to be true stops but rather traffic-related delays. These were removed as part of the GPS trip totals. Using the CATI reported trips as the baseline, 93.1% of the CATI trips were successfully matched to GPS trips upon completion of this review.

Of the 292 GPS households, 63 households were identified as having a least one missed GPS trip. A total of 147 missing GPS trips were identified and classified as one of three possible missed GPS trip types – initial trip(s) of day, mid-day trips, or end of day trips. It is suspected that a vast majority of start-of-day missed GPS trips are due to a lack of power to the vehicle's on-board GPS recording equipment as a result of delayed installation. In addition, it is highly likely that the end-of-day missed GPS trips are the result of recording equipment removal followed by unplanned, end-of-day errands. Missing mid-day GPS trips may have resulted from a misreporting of vehicle identification in the CATI retrieval script, a loss of signal in the middle of the day, or if the respondent removed the device for some reason (i.e., to use the cigarette lighter to power a cell phone or to light a cigarette).

Chapter 5. Caltrans Trip Underreporting Correction Factors

A. Caltrans and SCAG Combined GPS Results

The analysis of the CATI and GPS data from the Caltrans Survey together with the SCAG GPS data produced a method to adjust survey trip information for respondent's non-reported trips. A 29% trip underreporting correction factor was created from statistical examination of underreporting trip behaviors based on household, travel, and trip characteristics. The 29% trip underreporting correction factor was applied only to weekday driver trips. Household characteristics that were evaluated included the size of household, number of vehicles, number of children, proportion of adults in the household with either a full-time job and/or school attendance, presence of only one adult in household, and presence of multi-activity adults. Travel and trip characteristics that were examined included trip chaining behaviors, trip lengths, trip times of day, and trip purposes. The resulting trip rate correction factors may be applied to other households with the same demographic characteristics statewide.

For purposes of reporting weekday linked trips, an overall weekday driver trip correction factor was calculated and applied to weekday driver trip rates across all counties. The GPS driver trip rates were compared to the 100% sample from the CATI data and not just the GPS households. A more accurate estimate of trip underreporting was determined from all samples since GPS households were aware that their trips were measured by the GPS units and therefore they tended to be more diligent about providing an accurately completed diary.

B. Calculation of Trip Underreporting Correction Factor

1. A data file was created with one record per trip indicating whether the trip was missed by CATI or not.
2. All variables were analyzed to find out which ones had the best explanatory power for trip underreporting.
3. The variables are TRIP DURATION (TRIPDUR), VEHICLE OWNERSHIP (VEHOWN), HOUSEHOLD INCOME, and AGE OF RESPONDENT.
4. The variables were recoded into the following categories:
 - a. Trip Duration (Calculated by: Arrival time - Departure time of previous place)
TRIPDUR
 - 1) 0-6 minutes
 - 2) 7-14 minutes
 - 3) 15-170 minutes
 - b. Vehicle Ownership (Identified number of vehicles owned by household)
VEHOWN
 - 1) 1-2 vehicles
 - 2) 3-5 vehicles
 - c. Household Income (Total 1999/2000 household income by income range)

INCOME

- 1) 2-4 - \$10,000 to \$49,999
- 2) 5-6 - \$50,000 to \$99,999
- 3) 7-8 - \$100,000 to \$150,000 and more

- d. Age of person whose usual place of residence at time of interview is this household

AGE OF RESPONDENT

- 1) 0-39 years old
- 2) 40-49 years old
- 3) 50-91 years old

- 5. Missing data for INCOME or AGE were imputed.
- 6. Initially a 54 cell matrix representing the 4-way cross-tab of the above four variables was created.
- 7. Some cells were collapsed since the sample sizes were too small.
- 8. Within each of the resulting 46 cells, the total sample count (TOT) was divided by the number of samples found by CATI (GPS).
- 9. The calculated overall GPS correction factor is 1.29.
- 10. The trip underreporting correction factor of 29% (FWDWGT or adjusted weekday weight) is applied to the weekday driver trips from which all other trip statistics are derived such as person trips and total trips.

Chapter 6. Survey Findings

This section presents socioeconomic and travel-related information obtained from the 17 survey regions. Statewide totals shown in tables and graphs represent the aggregate (or weighted mean) of regional data.

A. Persons/Vehicle Per Household

Table 1 shows for each survey region and for California as a whole, the average number of person per household ranges from 2.5 persons in the Western Slope/Sierra Nevada region to 4.0 persons in the Tulare region. In addition, the average number of vehicles per household ranges from a low of 1.7 vehicles in Fresno and Kern regions to a high of 2.1 vehicles in the Western Slope/Sierra Nevada region.

B. Persons Per Household by Housing Unit Type

Table 2 shows for each survey region and statewide, the average number of persons per household for single housing units, multiple housing units, and total housing units. Single housing units include only single-family houses, while apartments, duplex units, mobile homes, and all units other than single housing units are categorized as multiple housing units for purposes of transportation modeling.

As expected, the data indicates that single housing units have more occupants per household than do multiple housing units in all regions. The statewide average of persons per household is 2.8 persons. This breaks down to 3.0 persons per single housing unit in California and 2.4 persons per multiple housing units. Note that a household includes the entire group of persons (whether related or not) who occupy one housing unit. A household may be several persons living together or one person living alone.

C. Vehicles Per Household by Housing Unit Type

Table 3 shows for each survey region and for California as a whole, the average number of vehicles per household for single housing units, multiple housing units, and total housing units. The statewide mean for vehicle availability is 1.9 vehicles per household. The table shows that on the average, occupants of single housing units own (or use regularly) more vehicles (2.2) than do occupants of multiple housing units (1.3). Vehicle availability for single housing units ranges from 2.0 in Fresno, Kern and Stanislaus Counties to 2.4 vehicles per household in San Diego County. For multiple housing units, vehicle availability ranges from 0.9 in Tulare County to 1.4 vehicles per household in Butte, San Diego, San Luis Obispo, Santa Barbara and Shasta Counties. For all households, vehicle availability in the regions ranges from 1.7 in Fresno and Kern Counties to 2.1 vehicles per household in the Western Slope/Sierra Nevada Region.

**Table 1 - 2000-2001 PERSONS/VEHICLE PER HOUSEHOLD
By Region**

Region	Persons Per Household	Vehicles Per Household
California	2.8	1.9
AMBAG	2.7	1.9
Butte	2.6	1.8
Fresno	2.9	1.7
Kern	2.9	1.7
Merced	3.4	1.9
MTC	2.6	1.9
Rural	2.6	1.9
SACOG	2.9	1.9
San Diego	2.6	2.0
San Joaquin	2.9	1.9
San Luis Obispo	2.6	2.0
Santa Barbara	2.7	2.0
SCAG	3.0	1.8
Shasta	2.7	2.0
Stanislaus	2.9	1.8
Tulare	4.0	1.8
Western Slope/Sierra Nevada	2.5	2.1

**Table 2 - 2000-2001 PERSONS PER HOUSEHOLD
By Region and Housing Unit Type**

Region	Housing Unit Type		Total
	Single	Multiple	
California	3.0	2.4	2.8
AMBAG	2.9	2.1	2.7
Butte	2.6	2.1	2.6
Fresno	3.2	2.4	2.9
Kern	3.1	2.3	2.9
Merced	3.5	3.0	3.4
MTC	2.9	2.0	2.6
Rural	2.8	2.1	2.6
SACOG	3.2	2.1	2.9
San Diego	2.9	2.2	2.6
San Joaquin	3.1	2.3	2.9
San Luis Obispo	2.9	2.1	2.6
Santa Barbara	3.0	2.2	2.7
SCAG	3.1	2.7	3.0
Shasta	2.9	2.4	2.7
Stanislaus	3.0	2.5	2.9
Tulare	4.1	3.7	4.0
Western Slope/Sierra Nevada	2.6	1.8	2.5

**Table 3 - 2000-2001 VEHICLES* PER HOUSEHOLD
By Region and Housing Unit Type**

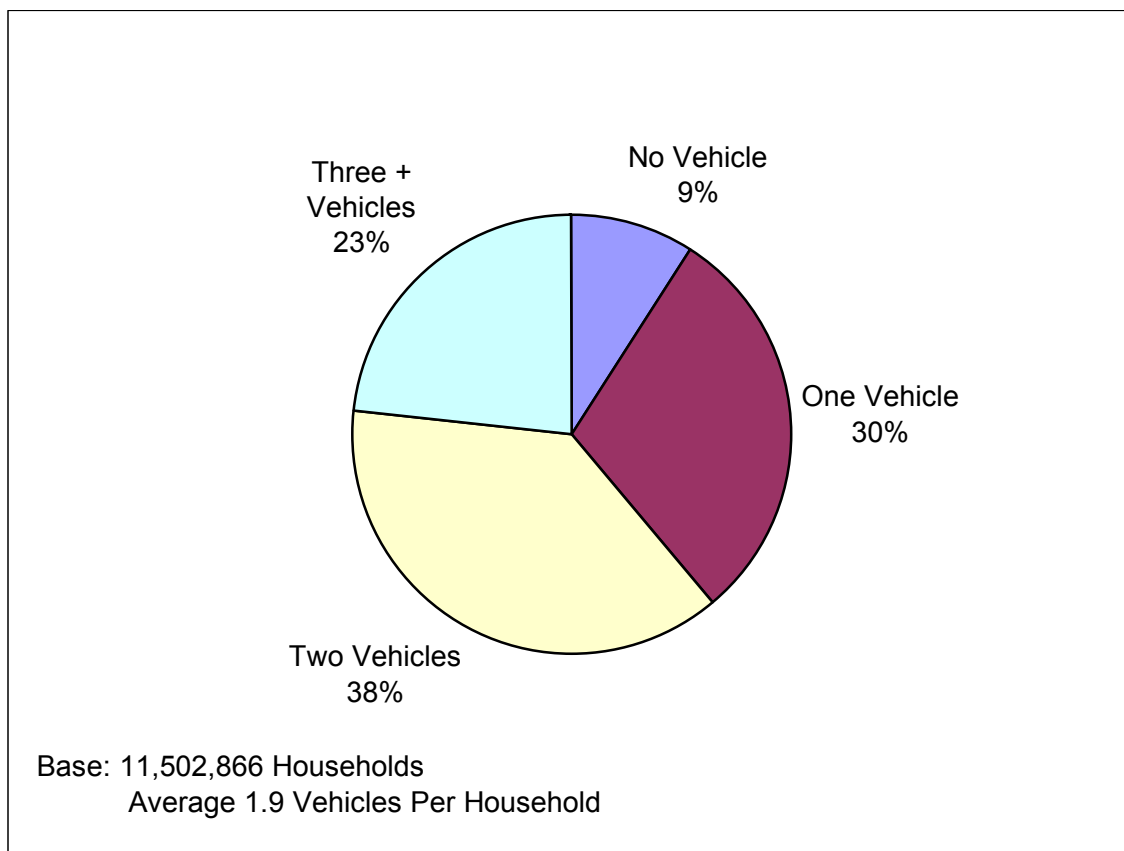
Region	Housing Unit Type		Total
	Single	Multiple	
California	2.2	1.3	1.9
AMBAG	2.3	1.3	1.9
Butte	2.1	1.4	1.8
Fresno	2.0	1.0	1.7
Kern	2.0	1.2	1.7
Merced	2.2	1.1	1.9
MTC	2.3	1.2	1.9
Rural	2.1	1.2	1.9
SACOG	2.1	1.2	1.9
San Diego	2.4	1.4	2.0
San Joaquin	2.2	1.2	1.9
San Luis Obispo	2.2	1.4	2.0
Santa Barbara	2.3	1.4	2.0
SCAG	2.1	1.3	1.8
Shasta	2.2	1.4	2.0
Stanislaus	2.0	1.2	1.8
Tulare	2.1	0.9	1.8
Western Slope/Sierra Nevada	2.3	1.2	2.1

*Vehicles include automobiles, pickups, RVs, vans, Sport utility vehicles, trucks, and Motorcycles.

D. Households by Vehicle Ownership and Housing Unit Type

For California as a whole, more than 75% of the single housing units reported ownership of two or more vehicles. In contrast, only 36% of multiple housing units reported ownership of two or more vehicles. For all housing units, 9% owned no vehicle, approximately 30% owned one vehicle, 38% owned two, and 23% owned three or more vehicles. A related graphical presentation for California is given in Figure 2.

Table 4 shows percent distributions of households by vehicle ownership, housing unit type, and region. Vehicle counts used to determine ownership categories (i.e., 0, 1, 2, 3⁺ and total) were based on tabulation of all motor vehicles owned or used regularly by household members, excluding off-road vehicles and mopeds.



**Figure 2 - Households by Vehicle Availability
(Percentages) 2000-2001 California**

**Table 4 - 2000-2001 HOUSEHOLDS BY VEHICLE, HOUSING UNIT TYPE AND
REGION
(Percentages)**

Region and Vehicles	Single	Multiple	Total
California			
0	4.12%	18.36%	9.22%
1	21.01%	45.26%	29.70%
2	42.75%	28.77%	37.74%
3+	32.12%	7.61%	23.34%
Total	100.00%	100.00%	100.00%
AMBAG			
0	0.00%	19.10%	6.73%
1	19.52%	44.72%	28.40%
2	45.66%	27.58%	39.29%
3+	34.81%	8.61%	25.58%
Total	100.00%	100.00%	100.00%
Butte			
0	5.15%	12.36%	7.35%
1	25.16%	49.95%	32.73%
2	42.04%	28.33%	37.85%
3+	27.65%	9.36%	22.06%
Total	100.00%	100.00%	100.00%
Fresno			
0	4.75%	24.62%	11.90%
1	23.24%	48.84%	32.45%
2	46.08%	21.24%	37.14%
3+	25.93%	5.30%	18.51%
Total	100.00%	100.00%	100.00%

**Table 4 - 2000-2001 HOUSEHOLDS BY VEHICLE, HOUSING UNIT TYPE AND
REGION
(Percentages)**

Region and Vehicles	Single	Multiple	Total
Kern			
0	5.96%	16.05%	8.80%
1	26.04%	54.03%	33.92%
2	42.45%	23.16%	37.02%
3+	25.55%	6.76%	20.27%
Total	100.00%	100.00%	100.00%
Merced			
0	3.54%	20.36%	8.25%
1	18.21%	54.88%	28.47%
2	51.22%	17.61%	41.82%
3+	27.02%	7.15%	21.46%
Total	100.00%	100.00%	100.00%
MTC			
0	4.65%	20.97%	10.33%
1	16.84%	42.88%	25.91%
2	42.21%	28.23%	37.35%
3+	36.29%	7.93%	26.42%
Total	100.00%	100.00%	100.00%
Rural			
0	4.10%	19.09%	7.81%
1	23.77%	45.43%	29.14%
2	43.40%	28.45%	39.69%
3+	28.73%	7.03%	23.35%
Total	100.00%	100.00%	100.00%

**Table 4 - 2000-2001 HOUSEHOLDS BY VEHICLE, HOUSING UNIT TYPE AND
REGION
(Percentages)**

Region and Vehicles	Single	Multiple	Total
SACOG			
0	2.44%	19.07%	7.55%
1	23.29%	49.45%	31.33%
2	43.93%	25.84%	38.37%
3+	30.33%	5.64%	22.75%
Total	100.00%	100.00%	100.00%
San Diego			
0	2.10%	14.23%	6.92%
1	16.31%	42.09%	26.55%
2	44.46%	35.28%	40.82%
3+	37.13%	8.39%	25.72%
Total	100.00%	100.00%	100.00%
San Joaquin			
0	3.57%	20.16%	8.74%
1	21.12%	46.30%	28.96%
2	42.39%	27.50%	37.76%
3+	32.91%	6.04%	24.54%
Total	100.00%	100.00%	100.00%
San Luis Obispo			
0	3.38%	10.10%	5.39%
1	21.52%	47.62%	29.34%
2	43.30%	33.87%	40.48%
3+	31.81%	8.41%	24.79%
Total	100.00%	100.00%	100.00%

**Table 4 - 2000-2001 HOUSEHOLDS BY VEHICLE, HOUSING UNIT TYPE AND
REGION
(Percentages)**

Region and Vehicles	Single	Multiple	Total
Santa Barbara			
0	2.64%	12.87%	5.99%
1	16.30%	47.27%	26.45%
2	46.01%	29.12%	40.47%
3+	35.05%	10.74%	27.09%
Total	100.00%	100.00%	100.00%
SCAG			
0	4.73%	18.19%	9.93%
1	22.38%	45.39%	31.26%
2	42.02%	28.82%	36.92%
3+	30.87%	7.61%	21.88%
Total	100.00%	100.00%	100.00%
Shasta			
0	1.87%	18.90%	6.62%
1	24.23%	42.15%	29.23%
2	41.35%	26.57%	37.23%
3+	32.55%	12.38%	26.93%
Total	100.00%	100.00%	100.00%
Stanislaus			
0	5.03%	17.30%	8.18%
1	23.61%	52.54%	31.04%
2	42.35%	26.09%	38.17%
3+	29.01%	4.07%	22.60%
Total	100.00%	100.00%	100.00%

**Table 4 - 2000-2001 HOUSEHOLDS BY VEHICLE, HOUSING UNIT TYPE AND
REGION
(Percentages)**

Region and Vehicles	Single	Multiple	Total
Tulare			
0	3.38%	39.57%	12.84%
1	25.61%	39.41%	29.22%
2	40.01%	12.65%	32.85%
3+	31.01%	8.37%	25.09%
Total	100.00%	100.00%	100.00%
Western Slope/Sierra Nevada			
0	1.95%	15.14%	4.18%
1	18.01%	53.21%	23.97%
2	44.50%	23.25%	40.90%
3+	35.54%	8.40%	30.95%
Total	100.00%	100.00%	100.00%

E. Licensed Drivers Per Household

Table 5 shows for each survey region and as a whole for California, persons 16 years of age or older distributed by possession of a valid drivers license. Only residents of the survey region are included, i.e., visitors are not included. Licensed drivers per household ranged from 1.5 in Fresno and Tulare County to 1.8 in Merced, MTC, San Diego Santa Barbara Counties and Western Slope/Sierra Nevada region, with an overall average of 1.7 licensed drivers per household for California.

F. Full-Time Employees Per Household

Table 6 shows the number of full-time employees per household for each region. Observed values from regional surveys range from 0.9 full-time employees per household in Western Slope/Sierra Nevada region to 1.3 in the AMBAG, MTC and San Diego regions. The reported statewide average is 1.2.

G. Employment Status

Table 7 shows the distribution of primary employment status for persons 16 years of age and older for California as well as by region. Students who reported part-time jobs were considered to be "employed part-time" and; therefore, excluded from the "student" category. Likewise, students with full-time jobs were considered "employed full-time" and were excluded from the "student" category.

Concerning persons 16 years of age or older, 44.8% of these respondents were employed full-time, while another 14.1% were employed part-time. Retired persons accounted for 14.0% of survey respondents, 15.5% were unemployed, and 8.6% were students.

Values for the regions range from 32.9% "employed full-time" in Butte County to 50.6 % in the MTC region. "Retired" ranged from 9.6% in Tulare County to 28.7% in Western Slope/Sierra Nevada region.

For Table 7 and other tables, which report data in the form of percentages, the sum of detailed percentages may not exactly equal 100.0% due to rounding.

**Table 5 - 2000-2001 LICENSED DRIVERS PER HOUSEHOLD
By Region**

Region	Licensed*
California	1.7
AMBAG	1.7
Butte	1.7
Fresno	1.5
Kern	1.7
Merced	1.8
MTC	1.8
Rural	1.6
SACOG	1.7
San Diego	1.8
San Joaquin	1.7
San Luis Obispo	1.7
Santa Barbara	1.8
SCAG	1.7
Shasta	1.7
Stanislaus	1.7
Tulare	1.5
Western Slope/Sierra Nevada	1.8

* Persons 16 years of age or older.

**Table 6 - 2000-2001 EMPLOYEES PER HOUSEHOLD
By Region**

Region	Employed*
California	1.2
AMBAG	1.3
Butte	1.1
Fresno	1.1
Kern	1.1
Merced	1.2
MTC	1.3
Rural	1.0
SACOG	1.2
San Diego	1.3
San Joaquin	1.2
San Luis Obispo	1.1
Santa Barbara	1.2
SCAG	1.2
Shasta	1.0
Stanislaus	1.2
Tulare	1.2
Western Slope/Sierra Nevada	0.9

* Includes Employed full-time or part-time; Self-employed; Regular volunteer work (treat as worker for pay).

**Table 7 - 2000-2001 PERSONS 16 YEARS OF AGE AND OLDER
By Region and Employment Status
(Percentages)**

Region	Employed		Retired	Not Employed	Student	Other	Don't Know
	Full Time	Part Time					
California	44.8%	14.1%	14.0%	15.5%	8.6%	1.8%	1.2%
AMBAG	45.8%	17.7%	11.8%	16.4%	7.0%	0.5%	0.8%
Butte	32.9%	19.3%	17.5%	11.0%	13.3%	1.0%	4.9%
Fresno	44.1%	11.2%	12.9%	24.2%	6.0%	0.3%	1.3%
Kern	42.5%	11.7%	15.7%	19.6%	9.5%	0.2%	0.7%
Merced	41.4%	13.2%	13.3%	19.1%	11.3%	1.0%	0.7%
MTC	50.6%	14.6%	14.1%	12.2%	7.3%	0.2%	1.0%
Rural	37.9%	14.9%	20.3%	15.4%	8.7%	1.2%	1.6%
SACOG	42.2%	14.1%	14.5%	15.5%	11.8%	0.8%	1.1%
San Diego	49.3%	14.4%	14.0%	11.8%	8.1%	0.8%	1.6%
San Joaquin	45.6%	11.3%	14.9%	17.7%	9.7%	0.4%	0.4%
San Luis Obispo	40.0%	15.2%	18.4%	15.8%	8.8%	1.2%	0.6%
Santa Barbara	44.7%	16.0%	16.3%	12.8%	8.2%	0.3%	1.7%
SCAG	43.8%	14.1%	13.2%	16.1%	8.7%	3.0%	1.0%
Shasta	35.7%	12.4%	19.8%	21.6%	8.9%	1.0%	0.6%
Stanislaus	42.9%	12.5%	15.7%	20.9%	6.1%	0.5%	1.4%
Tulare	37.2%	10.1%	9.6%	23.5%	9.3%	0.6%	9.8%
Western Slope/Sierra Nevada	33.8%	12.5%	28.7%	16.1%	7.7%	0.2%	1.0%

H. Employed Persons by Industry of Employer

Table 8 shows for California as well as each region the distribution of employed persons by industry of employer. Examination of the table shows that more Californians (16.1%) are employed by "Professional Scientific Management Administrative and Waste Management Services". At the statewide level, the next most frequent industries of employment are "Educational" and "Other Services" (except Public Administration)" each at 9.8% of the total employed. Industries were grouped by 1997 North American Industrial Classification System (NAICS).

**Table 8 - 2000-2001 EMPLOYED PERSONS BY INDUSTRY OF EMPLOYER AND REGION Including Full-Time,
Part-Time, and Second Job
(Percentages)**

Region Name	INDUSTRIES															Total
	11/21	23	31-32	44	48-49/22	51	52-53	54-56	61	62	71-72	81	92	Other	DK	
California	3.9%	6.2%	5.1%	8.0%	4.9%	2.5%	5.7%	16.1	9.8%	8.8%	7.7%	9.8%	6.3%	1.0%	4.1%	100.0%
AMBAG	7.2%	8.5%	3.3%	5.6%	4.0%	3.3%	3.9%	16.3	9.6%	11.3	10.5	7.0%	5.5%	0.1%	3.7%	100.0%
Butte	6.2%	9.8%	3.2%	7.0%	5.1%	1.8%	3.1%	11.6	13.4	12.8	9.9%	7.3%	4.4%	0.2%	4.3%	100.0%
Fresno	7.7%	5.0%	5.2%	8.6%	6.5%	1.0%	4.3%	10.5	10.0	12.3	7.2%	6.2%	7.0%	2.2%	6.0%	100.0%
Kern	11.7	6.0%	4.1%	7.7%	7.1%	0.8%	4.1%	8.8%	12.8	7.4%	6.5%	7.2%	8.5%	1.2%	6.1%	100.0%
Merced	8.1%	6.8%	4.6%	4.9%	8.5%	3.3%	2.6%	9.8%	12.9	13.4	7.2%	9.5%	5.4%	0.2%	2.8%	100.0%
MTC	1.6%	4.9%	3.7%	6.0%	4.0%	4.0%	7.9%	25.8	9.8%	9.5%	7.6%	6.1%	4.1%	0.9%	4.1%	100.0%
Rural	9.4%	5.9%	4.5%	6.8%	6.2%	1.8%	3.8%	12.3	11.2	12.1	8.5%	7.8%	6.2%	0.2%	3.2%	100.0%
SACOG	3.4%	6.9%	4.5%	7.8%	5.7%	2.7%	6.4%	13.7	8.4%	8.8%	7.6%	7.7%	11.3	0.6%	4.7%	100.0%
San Diego	1.3%	5.3%	3.8%	9.5%	4.2%	3.7%	6.5%	19.5	9.3%	10.9	7.3%	5.8%	10.0	0.3%	2.8%	100.0%
San Joaquin	4.6%	6.7%	7.4%	9.0%	8.2%	1.6%	5.0%	11.1	8.9%	10.5	4.8%	7.7%	5.4%	2.3%	6.7%	100.0%
San Luis Obispo	5.5%	10.1	4.6%	9.1%	4.2%	2.3%	5.2%	11.9	11.2	7.4%	8.7%	5.9%	7.4%	2.8%	3.6%	100.0%
Santa Barbara	4.6%	4.2%	4.5%	6.7%	4.0%	2.5%	5.4%	16.3	14.1	10.6	8.3%	7.3%	7.1%	0.8%	3.4%	100.0%
SCAG	3.6%	6.4%	6.0%	8.6%	5.0%	2.0%	5.2%	14.0	9.6%	7.5%	7.8%	13.1	5.7%	1.2%	4.3%	100.0%
Shasta	4.3%	6.9%	5.4%	9.7%	6.6%	2.6%	3.9%	9.3%	10.8	11.6	5.4%	12.3	5.5%	2.0%	3.4%	100.0%
Stanislaus	6.8%	5.7%	5.8%	10.2	7.4%	1.1%	6.0%	8.2%	12.4	9.9%	9.7%	8.2%	3.6%	0.8%	4.2%	100.0%
Tulare	27.4	3.8%	5.0%	6.7%	5.0%	2.0%	2.6%	7.6%	11.7	10.6	5.1%	4.8%	5.7%	0.0%	2.0%	100.0%
Western Slope/ Sierra Nevada	4.1%	11.9	3.2%	7.4%	5.7%	1.2%	4.6%	11.1	8.0%	10.2	9.1%	8.0%	10.9	0.7%	3.9%	100.0%

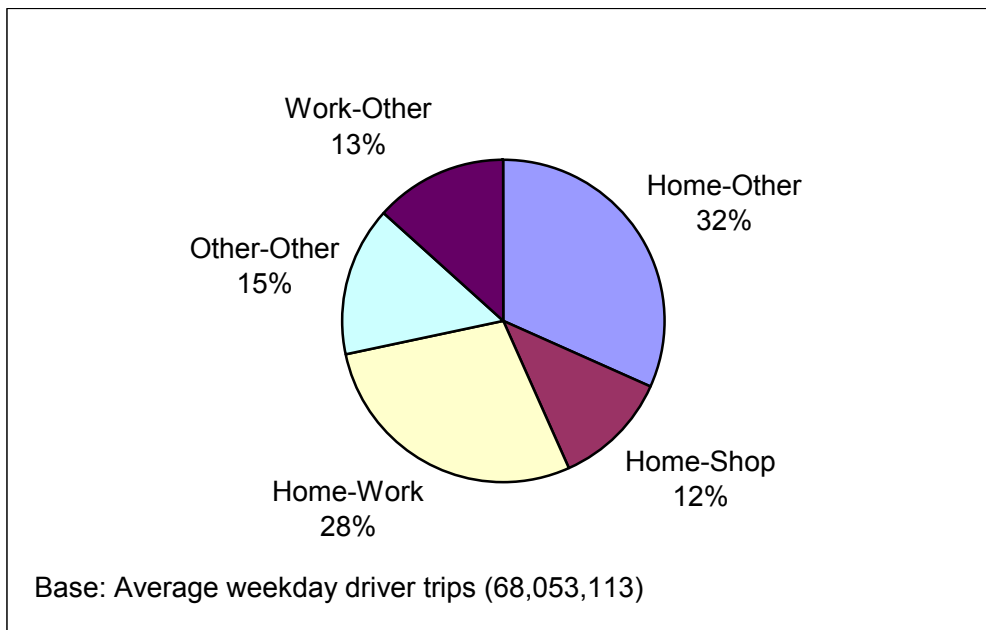
1997 North American Industrial Classification System (NAICS).

11/21) Agriculture, forestry, fishing and hunting, and mining **23)** Construction **31-32)** Manufacturing **44)** Retail trade **48-49/22)** Transportation and warehousing, and utilities **51)** Information **52-53)** Finance, insurance, real estate and rental and leasing **54-56)** Professional, scientific, management, administrative, and waste management services **61)** Educational **62)** Health care and social assistance **71-72)** Arts, entertainment, recreation, accommodation and food services **81)** Other services (except public administration) **92)** Public administration **Other)** Other **DK)** Don't Know/Refused

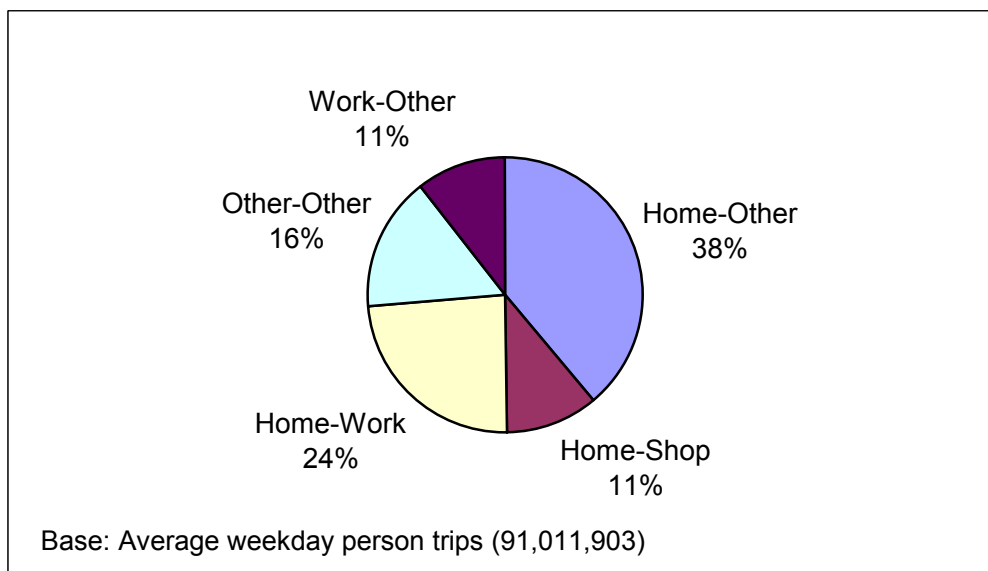
I. Trips Distributed by Trip Type

Regarding weekday driver trips in California, an estimated 32% are "home-other" trips, 15% are "other-other" trips, 28% are "home-work", 12% are "home-shop", and 13% are "work-other" trips. It can be seen that 71.6% of the driver trips are home-based. Related graphical presentation of the above trip distribution is shown in Figure 3. As shown in Figure 4 "home-other" trips comprise 38% of the total weekday person trips and 72% of the weekday person trips are home-based.

Table 9 shows 2001 weekday total, person, and driver trips by trip type and region. It can be seen from the tables that most frequently made trips are the "home-other" type. Approximately 38% of the person trips made throughout California can be classified in this category; an estimated 16% of the person trips are "other-other" on the average weekday, 24% are "home-work", 11% are "home-shop", and 11% are "work-other" trips. Note that 73.5% of the person trips are home-based; that is, they either begin or end at home.



**Figure 3 - Weekday Driver Trips by Trip Type
(Percentages) 2000-2001 California**



**Figure 4 - Weekday Person Trips by Trip Type
(Percentages) 2000-2001 California**

**Table 9 - 2000-2001 WEEKDAY TRIP TYPE DISTRIBUTION
By Region, Total Trips, Person Trips and Driver Trips**

California

Trip Type	Total Trips		Person Trips*		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	40,361,502	41.0%	35,381,723	38.4%	21,589,959	31.7%
Other-Other	15,315,674	15.5%	14,456,670	15.9%	10,320,152	15.2%
Work-Other	10,187,967	10.3%	9,665,973	10.9%	8,998,326	13.2%
Home-Work	22,298,301	22.6%	21,607,180	23.9%	19,186,703	28.2%
Home-Shop	10,386,010	10.5%	9,900,357	10.9%	7,957,973	11.7%
Total	98,549,454	100.0%	91,011,903	100.0%	68,053,113	100.0%

AMBAG

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	748,380	38.2%	658,419	36.4%	415,585	29.4%
Other-Other	318,908	16.3%	296,033	16.4%	219,229	15.5%
Work-Other	229,121	11.7%	219,191	12.1%	208,507	14.7%
Home-Work	461,897	23.6%	443,888	24.5%	414,053	29.3%
Home-Shop	200,564	10.2%	192,425	10.6%	156,591	11.1%
Total	1,958,870	100.0%	1,809,956	100.0%	1,413,965	100.0%

Butte

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	290,754	36.8%	259,714	35.2%	149,086	28.0%
Other-Other	176,845	22.4%	168,853	22.9%	106,393	20.0%
Work-Other	84,233	10.7%	81,654	11.1%	75,423	14.2%
Home-Work	156,277	19.8%	148,206	20.1%	138,133	25.9%
Home-Shop	82,397	10.4%	78,762	10.7%	63,964	12.0%
Total	790,506	100.0%	737,189	100.0%	532,999	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 9 - 2000-2001 WEEKDAY TRIP TYPE DISTRIBUTION
By Region, Total Trips, Person Trips and Driver Trips**

Fresno

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	817,793	44.2%	697,331	41.1%	379,474	31.3%
Other-Other	182,600	9.9%	180,087	10.6%	105,456	8.7%
Work-Other	147,277	8.0%	144,767	8.5%	134,993	11.1%
Home-Work	517,258	28.0%	504,072	29.7%	451,788	37.3%
Home-Shop	184,415	10.0%	169,814	10.0%	139,498	11.5%
Total	1,849,343	100.0%	1,696,071	100.0%	1,211,209	100.0%

Kern

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	728,778	42.2%	657,180	40.3%	359,504	30.4%
Other-Other	238,981	13.8%	227,499	14.0%	160,683	13.6%
Work-Other	159,069	9.2%	157,992	9.7%	148,632	12.6%
Home-Work	449,417	26.0%	444,823	27.3%	399,468	33.8%
Home-Shop	152,700	8.8%	141,541	8.7%	113,671	9.6%
Total	1,728,945	100.0%	1,629,035	100.0%	1,181,958	100.0%

Merced

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	302,924	42.9%	277,141	41.1%	135,816	28.9%
Other-Other	96,834	13.7%	94,539	14.0%	63,836	13.6%
Work-Other	69,545	9.8%	68,573	10.2%	61,894	13.1%
Home-Work	174,755	24.7%	173,075	25.7%	159,142	33.8%
Home-Shop	62,426	8.8%	60,273	8.9%	49,995	10.6%
Total	706,484	100.0%	673,601	100.0%	470,683	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 9 - 2000-2001 WEEKDAY TRIP TYPE DISTRIBUTION
By Region, Total Trips, Person Trips, and Driver Trips**

MTC

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	6,593,874	37.5%	5,704,418	35.7%	3,761,476	30.1%
Other-Other	2,704,232	15.4%	2,459,463	15.4%	1,873,276	15.0%
Work-Other	2,379,905	13.5%	2,162,359	13.5%	1,973,998	15.8%
Home-Work	4,119,301	23.4%	3,945,420	24.7%	3,387,406	27.1%
Home-Shop	1,803,157	10.2%	1,700,926	10.6%	1,497,822	12.0%
Total	17,600,469	100.0%	15,972,586	100.0%	12,493,978	100.0%

Rural

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	1,168,423	37.9%	1,068,962	36.7%	640,918	29.0%
Other-Other	589,653	19.1%	568,571	19.5%	399,142	18.1%
Work-Other	410,131	13.3%	397,683	13.6%	376,219	17.0%
Home-Work	613,831	19.9%	588,515	20.2%	557,931	25.3%
Home-Shop	299,698	9.7%	291,598	10.0%	233,779	10.6%
Total	3,081,736	100.0%	2,915,329	100.0%	2,207,989	100.0%

SACOG

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	2,630,842	41.1%	2,453,389	40.0%	1,274,893	29.3%
Other-Other	921,250	14.4%	887,521	14.5%	621,544	14.3%
Work-Other	643,130	10.1%	622,955	10.2%	587,866	13.5%
Home-Work	1,472,006	23.0%	1,459,406	23.8%	1,267,675	29.1%
Home-Shop	729,951	11.4%	709,653	11.6%	605,922	13.9%
Total	6,397,179	100.0%	6,132,924	100.0%	4,357,900	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 9 - 2000-2001 WEEKDAY TRIP TYPE DISTRIBUTION
By Region, Total Trips, Person Trips, and Driver Trips**

San Diego

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	3,169,964	39.6%	2,905,776	38.1%	1,934,406	32.1%
Other-Other	1,266,919	15.8%	1,220,918	16.0%	890,890	14.8%
Work-Other	1,022,110	12.8%	991,061	13.0%	940,841	15.6%
Home-Work	1,725,722	21.6%	1,691,095	22.2%	1,566,485	26.0%
Home-Shop	817,814	10.2%	810,511	10.6%	688,691	11.4%
Total	8,002,529	100.0%	7,619,361	100.0%	6,021,313	100.0%

San Joaquin

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	567,155	40.1%	510,792	38.2%	280,145	28.3%
Other-Other	197,316	14.0%	188,224	14.1%	138,497	14.0%
Work-Other	136,442	9.7%	131,938	9.9%	124,921	12.6%
Home-Work	354,316	25.1%	350,010	26.2%	327,062	33.0%
Home-Shop	158,408	11.2%	156,223	11.7%	119,246	12.0%
Total	1,413,637	100.0%	1,337,187	100.0%	989,871	100.0%

San Luis Obispo

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	1,457,089	41.4%	1,335,906	40.8%	865,353	34.6%
Other-Other	644,360	18.3%	595,543	18.2%	428,323	17.1%
Work-Other	354,193	10.1%	326,560	10.0%	312,389	12.5%
Home-Work	662,296	18.8%	634,406	19.4%	581,814	23.3%
Home-Shop	398,228	11.3%	383,548	11.7%	310,512	12.4%
Total	3,516,166	100.0%	3,275,963	100.0%	2,498,391	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 9 - 2000-2001 WEEKDAY TRIP TYPE DISTRIBUTION
By Region, Total Trips, Person Trips, and Driver Trips**

Santa Barbara

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	595,089	43.8%	514,896	41.7%	322,694	34.3%
Other-Other	185,650	13.7%	178,496	14.5%	126,015	13.4%
Work-Other	159,860	11.8%	144,755	11.7%	135,651	14.4%
Home-Work	291,677	21.5%	272,577	22.1%	254,437	27.1%
Home-Shop	127,343	9.4%	123,593	10.0%	101,655	10.8%
Total	1,359,619	100.0%	1,234,317	100.0%	940,452	100.0%

SCAG

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	19,832,202	42.6%	17,018,691	40.0%	10,341,858	33.0%
Other-Other	7,188,796	15.5%	6,802,858	16.0%	4,802,639	15.3%
Work-Other	4,037,972	8.7%	3,868,366	9.1%	3,597,285	11.5%
Home-Work	10,513,285	22.6%	10,182,368	23.9%	9,000,688	28.7%
Home-Shop	4,948,823	10.6%	4,695,479	11.0%	3,613,921	11.5%
Total	46,521,078	100.0%	42,567,762	100.0%	31,356,391	100.0%

Shasta

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	209,596	37.3%	200,170	36.7%	123,193	28.7%
Other-Other	102,287	18.2%	100,538	18.5%	78,604	18.3%
Work-Other	68,663	12.2%	67,773	12.4%	64,670	15.0%
Home-Work	122,773	21.8%	120,171	22.1%	116,157	27.0%
Home-Shop	58,673	10.4%	56,183	10.3%	47,135	11.0%
Total	561,992	100.0%	544,835	100.0%	429,759	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 9 - 2000-2001 WEEKDAY TRIP TYPE DISTRIBUTION
By Region, Total Trips, Person Trips, and Driver Trips**

Stanislaus

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	476,574	44.7%	421,407	42.4%	245,086	32.4%
Other-Other	111,552	10.5%	108,263	10.9%	80,298	10.6%
Work-Other	103,828	9.7%	99,798	10.0%	96,296	12.7%
Home-Work	293,858	27.5%	286,694	28.8%	270,198	35.7%
Home-Shop	80,879	7.6%	78,187	7.9%	65,497	8.6%
Total	1,066,691	100.0%	994,349	100.0%	757,375	100.0%

Tulare

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	601,704	38.7%	534,219	37.0%	257,764	29.9%
Other-Other	291,194	18.7%	282,853	19.6%	156,013	18.1%
Work-Other	137,527	8.8%	136,464	9.4%	115,681	13.4%
Home-Work	284,796	18.3%	279,659	19.4%	215,658	25.0%
Home-Shop	238,989	15.4%	212,018	14.7%	117,129	13.6%
Total	1,554,210	100.0%	1,445,213	100.0%	862,245	100.0%

Western Slope/Sierra Nevada

Trip Type	Total Trips		Person Trips		Driver Trips**	
	Number	Percent	Number	Percent	Number	Percent
Home-Other	170,359	38.7%	163,312	38.3%	102,711	31.4%
Other-Other	98,298	22.3%	96,412	22.6%	69,315	21.2%
Work-Other	44,959	10.2%	44,085	10.3%	43,061	13.2%
Home-Work	84,836	19.3%	82,796	19.4%	78,607	24.1%
Home-Shop	41,544	9.4%	39,623	9.3%	32,944	10.1%
Total	439,996	100.0%	426,228	100.0%	326,638	100.0%

**Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

J. Trip Generation Rates by Housing Unit Type, Vehicle Availability, and Trip Type

Trip generation rates presented in the following tables are classified on the basis of the five standard trip types. Furthermore, since housing unit type and number of vehicles are variables, which have been found to influence, observed travel behavior, trip generation data are also presented by type of housing unit and vehicle availability.

Again, trip statistics presented in this report are based on "linked" trips of actual trip origins and destinations unless specified otherwise. Refer to the Glossary in Appendix B regarding "linked trips" and "unlinked trips" definitions. Additional definitions such as "trip", "person trips", "driver trips", "public transit trips", "public transportation trips", and various "trip types" are also provided in the Glossary.

K. Person Trips Per Household by Housing Unit Type, Number of Vehicles, and Trip Type

Table 10a shows for each region and for California as a whole, the distribution of average weekday (Monday through Friday) linked person trips per household by housing unit type, vehicle availability, and trip type.

A comparison of single housing units shows that residents of single housing units generate more person trips per household for each trip type than do residents of multiple housing units. For example, 9.2 trips are generated per single housing unit, while 5.6 trips are generated per multiple housing units. This finding is as expected since single housing units usually have more residents and more vehicles than multiple housing units. On "home-work" trips, there are 2.1 trips per single housing unit compared to 1.5 trips per multiple housing units. Likewise, a breakdown of the number of vehicles by housing unit type is provided in Table 10a, showing that trips increase as vehicle availability increases.

L. Person Trips Per Person Five Years of Age or Older

Trips were reported only for persons five years of age or older. Table 10b shows 2001 weekday person trips per person age five or older by region as well as for California. The statewide weekday average was 3.0 person trips per person five years of age or older.

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
California	Single	0	0.9	0.4	0.0	0.5	0.2	2.0
		1	2.4	1.0	0.4	1.1	0.7	5.5
		2	3.6	1.5	1.0	2.1	1.0	9.2
		3+	4.8	2.0	1.5	3.0	1.3	12.6
		Subtotal	3.6	1.5	1.0	2.1	1.0	9.2
	Multiple	0	0.8	0.3	0.1	0.5	0.2	1.9
		1	2.0	0.8	0.5	1.3	0.6	5.1
		2	2.9	1.0	0.7	2.2	0.8	7.6
		3+	3.1	1.2	1.4	2.9	0.9	9.4
		Subtotal	2.1	0.8	0.5	1.5	0.6	5.6
	Total		3.1	1.3	0.8	1.9	0.9	7.9
AMBAG	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.7	1.2	0.6	0.9	0.8	5.2
		2	3.8	1.6	1.0	2.2	1.1	9.7
		3+	4.5	2.1	2.1	3.4	1.1	13.2
		Subtotal	3.6	1.7	1.3	2.4	1.1	10.0
	Multiple	0	0.4	0.0	0.0	0.3	0.1	0.8
		1	2.3	0.8	0.3	0.9	0.4	4.7
		2	2.0	0.5	0.7	2.2	0.7	6.1
		3+	1.5	1.9	1.2	2.6	1.1	8.2
		Subtotal	1.8	0.7	0.4	1.3	0.5	4.6
	Total		3.0	1.3	1.0	2.0	0.9	8.1

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
Butte	Single	0	0.7	0.4	0.0	0.1	0.3	1.5
		1	3.2	0.7	0.5	1.1	0.6	6.1
		2	3.2	2.1	1.1	1.9	1.4	9.7
		3+	4.2	3.0	2.5	3.2	1.0	13.9
		Subtotal	3.4	1.9	1.3	2.0	1.0	9.5
	Multiple	0	0.1	0.0	0.0	0.4	0.0	0.5
		1	2.0	1.1	0.4	0.9	0.7	5.0
		2	2.9	1.1	0.6	2.2	1.8	8.6
		3+	1.3	0.6	0.9	3.3	0.5	6.5
		Subtotal	1.9	0.9	0.5	1.4	0.9	5.6
	Total		2.9	1.6	1.0	1.8	1.0	8.4
Fresno	Single	0	1.9	0.9	0.0	0.2	0.0	3.0
		1	1.6	0.7	0.4	1.5	0.7	4.9
		2	3.3	0.8	0.6	2.3	0.8	7.8
		3+	4.1	0.9	1.1	3.6	1.1	10.7
		Subtotal	3.0	0.8	0.7	2.3	0.8	7.6
	Multiple	0	0.5	0.6	0.1	0.1	0.0	1.3
		1	1.7	0.3	0.3	1.4	0.5	4.1
		2	4.0	0.9	0.7	1.7	0.5	7.7
		3+	5.8	0.6	0.8	3.7	0.5	11.4
		Subtotal	2.1	0.5	0.3	1.3	0.4	4.6
	Total		2.7	0.7	0.5	1.9	0.7	6.5

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
Kern	Single	0	0.8	0.1	0.0	0.3	0.2	1.4
		1	2.9	1.1	0.4	1.6	0.6	6.6
		2	3.7	1.2	1.1	2.6	0.8	9.3
		3+	5.0	1.6	1.5	3.5	1.1	12.8
		Subtotal	3.7	1.2	0.9	2.4	0.8	9.0
	Multiple	0	1.3	0.8	0.0	0.0	0.2	2.2
		1	1.6	0.6	0.2	1.2	0.3	3.9
		2	1.9	0.7	0.3	1.5	0.7	5.0
		3+	3.3	1.9	1.4	3.0	0.3	9.8
		Subtotal	1.7	0.7	0.3	1.2	0.4	4.3
	Total		3.1	1.1	0.7	2.1	0.7	7.7
Merced	Single	0	0.1	0.3	0.0	0.0	0.2	0.7
		1	3.0	1.5	0.9	1.2	0.6	7.2
		2	5.6	1.8	1.2	2.5	1.1	12.2
		3+	4.6	1.6	1.4	3.9	1.2	12.7
		Subtotal	4.6	1.7	1.2	2.6	1.0	11.0
	Multiple	0	0.5	0.0	0.0	0.2	0.0	0.8
		1	2.8	0.7	0.5	2.2	0.5	6.8
		2	2.8	0.8	0.3	3.4	0.5	7.8
		3+	3.7	0.6	3.3	5.4	1.6	14.6
		Subtotal	2.4	0.6	0.5	2.3	0.5	6.3
	Total		4.0	1.4	1.0	2.5	0.9	9.7

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
MTC	Single	0	0.8	0.4	0.0	1.5	0.1	2.8
		1	1.7	0.9	0.6	1.0	0.7	4.8
		2	3.8	1.5	1.3	2.1	1.1	9.8
		3+	4.5	2.0	2.1	3.2	1.3	13.1
		Subtotal	3.6	1.5	1.4	2.3	1.1	9.9
	Multiple	0	0.7	0.2	0.3	0.7	0.1	1.9
		1	1.6	0.8	0.5	1.1	0.6	4.6
		2	2.7	1.3	0.9	2.4	0.7	8.0
		3+	2.8	0.8	1.5	3.3	1.4	9.8
		Subtotal	1.8	0.8	0.7	1.6	0.6	5.4
	Total		3.0	1.3	1.1	2.1	0.9	8.3
Rural	Single	0	1.5	0.5	0.0	0.2	0.3	2.5
		1	2.4	1.4	0.7	1.2	0.7	6.4
		2	3.7	2.0	1.3	2.1	1.0	10.1
		3+	4.9	2.6	2.2	2.9	1.2	13.8
		Subtotal	3.6	2.0	1.4	2.0	0.9	9.9
	Multiple	0	1.3	0.2	0.1	0.1	0.5	2.2
		1	2.3	1.3	0.5	0.9	0.7	5.7
		2	2.7	1.2	1.4	1.9	0.8	7.9
		3+	3.8	3.7	3.0	2.6	2.4	15.6
		Subtotal	2.3	1.2	0.9	1.2	0.8	6.4
	Total		3.3	1.8	1.2	1.8	0.9	9.1

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
SACOG	Single	0	1.2	0.4	0.0	0.8	0.2	2.5
		1	4.5	1.0	0.4	1.7	0.6	8.2
		2	3.3	1.4	1.0	2.1	1.3	9.0
		3+	4.8	1.7	1.6	3.2	1.3	12.6
		Subtotal	4.0	1.4	1.0	2.3	1.1	9.7
	Multiple	0	1.4	0.4	0.0	0.4	0.2	2.3
		1	1.8	0.6	0.5	1.3	0.6	4.9
		2	2.7	1.0	0.8	2.2	1.0	7.6
		3+	4.9	3.5	0.7	2.5	1.6	13.2
		Subtotal	2.1	0.8	0.5	1.4	0.7	5.6
	Total		3.4	1.2	0.9	2.0	1.0	8.5
San Diego	Single	0	0.2	0.0	0.0	0.8	0.0	0.9
		1	1.8	1.1	0.5	0.9	0.5	4.8
		2	3.5	1.5	1.3	1.8	1.0	9.1
		3+	4.6	1.8	1.6	2.9	1.1	11.9
		Subtotal	3.6	1.5	1.3	2.0	0.9	9.3
	Multiple	0	0.5	0.3	0.1	0.3	0.2	1.4
		1	1.6	1.3	0.6	0.9	0.7	5.1
		2	2.9	0.7	1.0	1.7	0.8	7.1
		3+	3.9	0.9	1.0	3.2	1.1	10.0
		Subtotal	2.1	0.9	0.7	1.3	0.7	5.7
	Total		3.0	1.3	1.0	1.7	0.8	7.9

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
San Joaquin	Single	0	0.5	0.2	0.0	0.0	0.0	0.7
		1	3.1	0.5	0.2	0.9	0.8	5.5
		2	3.4	1.7	1.0	2.1	1.1	9.3
		3+	4.5	1.2	1.2	3.3	0.9	11.1
		Subtotal	3.6	1.2	0.9	2.2	0.9	8.8
	Multiple	0	0.9	0.7	0.0	0.3	0.3	2.2
		1	1.2	0.7	0.4	1.1	0.6	4.0
		2	1.8	0.4	0.6	2.5	1.2	6.5
		3+	0.7	0.7	1.9	3.3	0.8	7.3
		Subtotal	1.3	0.6	0.4	1.4	0.7	4.5
	Total		2.9	1.0	0.7	2.0	0.9	7.5
San Luis Obispo	Single	0	0.2	0.4	0.0	0.0	0.4	1.1
		1	2.2	1.2	0.4	0.9	0.6	5.2
		2	4.0	2.3	0.9	1.7	1.5	10.4
		3+	5.3	1.6	1.4	2.8	1.1	12.1
		Subtotal	3.9	1.8	0.9	1.8	1.1	9.5
	Multiple	0	0.7	1.4	0.0	0.0	0.4	2.5
		1	2.2	0.9	0.6	0.9	0.9	5.6
		2	4.0	1.4	0.9	2.3	0.7	9.4
		3+	4.8	1.7	2.7	2.2	1.2	12.6
		Subtotal	2.9	1.2	0.8	1.4	0.8	7.1
	Total		3.6	1.6	0.9	1.7	1.0	8.8

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
Santa Barbara	Single	0	1.0	0.2	0.0	0.7	0.0	1.8
		1	1.8	0.8	0.5	1.0	0.6	4.7
		2	4.8	1.8	1.0	2.3	1.2	11.2
		3+	6.0	1.7	2.1	2.9	1.1	13.8
		Subtotal	4.6	1.5	1.3	2.2	1.0	10.8
	Multiple	0	0.8	0.2	0.0	0.4	0.3	1.7
		1	1.6	0.6	0.6	1.1	0.5	4.4
		2	2.7	0.8	0.6	2.3	0.7	7.1
		3+	3.4	1.7	1.3	2.9	1.5	10.7
		Subtotal	2.0	0.8	0.6	1.5	0.6	5.5
	Total		3.8	1.3	1.1	2.0	0.9	9.1
SCAG	Single	0	1.0	0.4	0.0	0.2	0.2	1.8
		1	2.3	1.0	0.4	1.0	0.7	5.4
		2	3.6	1.5	0.9	2.0	0.9	8.8
		3+	4.8	2.0	1.2	2.9	1.4	12.3
		Subtotal	3.6	1.5	0.8	2.0	1.0	8.8
	Multiple	0	0.9	0.4	0.0	0.4	0.2	2.0
		1	2.2	0.7	0.5	1.4	0.6	5.4
		2	2.9	1.0	0.6	2.3	0.8	7.6
		3+	2.7	1.0	1.3	2.7	0.6	8.2
		Subtotal	2.2	0.8	0.5	1.6	0.6	5.6
	Total		3.0	1.2	0.7	1.8	0.8	7.6

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
Shasta	Single	0	0.4	0.2	0.0	0.4	0.0	1.0
		1	1.1	0.9	0.5	0.8	0.8	4.1
		2	2.8	1.3	0.7	2.0	0.8	7.7
		3+	4.1	2.6	1.8	3.1	1.2	12.6
		Subtotal	2.8	1.6	1.0	2.0	0.9	8.3
	Multiple	0	1.2	0.1	0.0	0.0	0.1	1.3
		1	2.5	1.5	0.8	0.8	0.7	6.3
		2	3.1	1.3	0.6	2.4	0.7	8.1
		3+	14.3	3.3	5.6	3.2	2.1	28.5
		Subtotal	3.9	1.4	1.2	1.4	0.7	8.6
	Total		3.1	1.5	1.0	1.8	0.9	8.4
Stanislaus	Single	0	0.8	0.0	0.0	0.3	0.0	1.1
		1	2.3	0.6	0.2	1.2	0.5	4.9
		2	2.9	0.9	1.0	2.5	0.7	8.0
		3+	4.4	1.0	1.4	3.4	0.7	10.8
		Subtotal	3.1	0.8	0.9	2.3	0.6	7.7
	Multiple	0	0.7	0.1	0.0	0.5	0.1	1.4
		1	2.1	0.8	0.2	0.8	0.3	4.3
		2	3.9	0.4	0.0	1.4	0.4	6.1
		3+	4.9	0.8	0.2	2.6	0.1	8.6
		Subtotal	2.4	0.6	0.1	1.0	0.3	4.4
	Total		2.9	0.7	0.7	2.0	0.5	6.9

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Table 10a - 2000-2001 WEEKDAY PERSON TRIPS PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
Tulare	Single	0	0.4	0.5	0.3	1.1	0.5	2.9
		1	3.2	1.8	0.3	1.2	0.8	7.3
		2	4.5	2.0	1.3	2.5	1.5	11.8
		3+	6.6	4.5	2.1	3.2	3.6	20.0
		Subtotal	4.7	2.6	1.3	2.3	2.0	12.9
	Multiple	0	0.3	0.2	0.0	1.9	0.1	2.5
		1	3.7	0.8	0.6	0.9	0.5	6.6
		2	1.4	1.1	0.3	2.1	0.6	5.4
		3+	7.5	3.1	1.3	2.3	3.9	18.0
		Subtotal	2.4	0.8	0.4	1.5	0.7	5.8
	Total		4.1	2.2	1.0	2.1	1.6	11.0
Western Slope/ Sierra Nevada	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.6	1.5	0.6	0.3	0.6	4.6
		2	2.9	1.8	0.7	1.5	0.7	7.7
		3+	4.5	2.2	1.4	2.5	0.9	11.4
		Subtotal	3.2	1.9	0.9	1.6	0.7	8.3
	Multiple	0	0.4	0.1	0.0	0.2	0.0	0.7
		1	1.7	1.5	0.4	0.8	0.7	5.1
		2	2.8	1.3	0.4	1.7	0.5	6.8
		3+	3.0	0.3	0.8	2.0	1.3	7.4
		Subtotal	1.9	1.2	0.4	1.0	0.6	5.0
	Total		3.0	1.8	0.8	1.5	0.7	7.7

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

Table 10b - 2000-2001 WEEKDAY PERSON TRIPS* PER PERSON AGE 5 OR OLDER By Region**

Region	Person Trips*
California	3.0
AMBAG	3.3
Butte	3.8
Fresno	2.5
Kern	2.9
Merced	3.1
MTC	3.5
Rural	3.7
SACOG	3.2
San Diego	3.2
San Joaquin	2.8
San Luis Obispo	3.6
Santa Barbara	3.5
SCAG	2.8
Shasta	3.2
Stanislaus	2.6
Tulare	3.1
Western Slope/Sierra Nevada	3.2

* Person trips include all trips except walk, bicycle, airplane, and "other" mode trips. Trips were reported only for persons 5 years of age and older.

M. Driver Trips Per Household by Housing Unit Type, Number of vehicles, and Trip Type

Table 11 shows for each region and for California as a whole the distribution of driver trips per household per weekday (Monday through Friday) by housing unit type, vehicle ownership, and trip type. This table also indicates that residents of single housing units generate more driver trips per household by trip type than do residents of multiple housing units. For example, 7.0 driver trips were generated per single housing unit, while 4.0 driver trips were generated per multiple housing units. On "home-work" trips, single housing units averaged 1.9 driver trips, while multiple housing units averaged 1.2 trips per household. Table 11 also provides a breakdown of vehicle availability by housing unit type, demonstrating that trips increase as vehicle availability increases.

N. Driver Trips Per Vehicle by Housing Unit Type, Number of Vehicles, and Trip Type

Table 12a shows driver trips per vehicles available by housing unit type, vehicle availability, and trip type. In contrast to data shown for person and driver trips per household and for person trips per vehicle, only small differences exist between housing unit types for driver trips per vehicle. Single housing units averaged 3.2 driver trips per vehicle available, compared to 3.1 driver trips per vehicle for multiple housing units. Note that driver trips per vehicle rates for California decreased with increases in vehicle ownership.

O. Driver Trips Per Vehicles In Use vs. Per Vehicles Available

Table 12b displays weekday rates of driver trips per vehicles in use (on travel day) vs. driver trips per vehicles available by trip type, while Table 12c shows rates of driver trips per vehicles in use (not idle) vs. driver trips per vehicles available by vehicle ownership. In tables 12a, 12b, and 12c, values in the total weekday Driver Trips per Vehicle Available might vary by 0.1 subject to different criteria and rounding.

Table 12d presents rates of driver trips per light duty vehicles in use vs. driver trips per light duty vehicles available; also shown are percent light duty vehicles in use (of vehicles available) by model year. Note that although the rates for driver trips per vehicle in use remain relatively stable regardless of age, driver trips per vehicle available, as well as percent vehicles in use of vehicles available show declining figures by model year and corresponding age groups.

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other-Other	Work Other	Home Work	Home Shopping	
California	Single	0	1.3	0.8	0.4	0.8	0.5	3.8
		1	2.1	1.0	0.9	1.9	0.8	6.9
		2	3.3	1.5	1.4	2.8	1.1	10.1
		3+	3.3	1.5	1.4	2.8	1.1	10.1
	Multiple	Subtotal	2.2	1.1	0.9	1.9	0.8	7.0
		0	0.0	0.0	0.0	0.1	0.0	0.1
		1	1.2	0.6	0.4	1.0	0.5	3.8
		2	1.8	0.8	0.7	2.0	0.6	5.8
		3+	2.1	0.8	1.3	2.7	0.8	7.8
		Subtotal	1.2	0.5	0.5	1.2	0.5	4.0
	Total		1.9	0.9	0.8	1.7	0.7	5.9
AMBAG	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.1	0.8	0.6	0.9	0.6	3.9
		2	2.3	1.2	0.9	2.1	0.9	7.3
		3+	3.0	1.6	2.0	3.3	0.9	10.8
	Multiple	Subtotal	2.3	1.3	1.2	2.3	0.9	7.9
		0	0.0	0.0	0.0	0.1	0.0	0.1
		1	1.5	0.6	0.3	0.8	0.4	3.5
		2	1.4	0.4	0.6	2.0	0.6	5.0
		3+	1.0	1.6	1.2	2.6	0.9	7.2
		Subtotal	1.1	0.5	0.4	1.1	0.4	3.6
	Total		1.9	1.0	0.9	1.9	0.7	6.4

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Butte	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.8	0.6	0.4	1.0	0.5	4.3
		2	2.0	1.6	1.1	1.9	1.2	7.7
		3+	2.8	2.1	2.3	3.0	1.0	11.1
		Subtotal	2.1	1.4	1.2	1.9	0.9	7.4
	Multiple	0	0.0	0.0	0.0	0.1	0.0	0.1
		1	1.4	0.8	0.3	0.7	0.6	3.8
		2	1.7	0.9	0.5	2.1	1.0	6.2
		3+	1.0	0.6	0.9	3.3	0.5	6.3
		Subtotal	1.3	0.7	0.4	1.3	0.6	4.3
	Total		1.8	1.2	0.9	1.7	0.8	6.4
Fresno	Single	0	0.4	0.0	0.0	0.0	0.0	0.4
		1	0.7	0.4	0.4	1.2	0.6	3.3
		2	1.7	0.5	0.6	2.2	0.7	5.7
		3+	2.5	0.6	1.1	3.4	0.8	8.5
		Subtotal	1.6	0.5	0.6	2.1	0.7	5.6
	Multiple	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.0	0.2	0.2	1.1	0.4	2.9
		2	2.1	0.4	0.5	1.4	0.4	4.9
		3+	4.2	0.5	0.8	3.5	0.5	9.5
		Subtotal	1.1	0.2	0.3	1.0	0.3	3.0
	Total		1.5	0.4	0.5	1.7	0.5	4.6

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Kern	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.3	0.8	0.3	1.2	0.4	4.1
		2	2.1	0.8	1.0	2.4	0.7	7.0
		3+	3.1	1.3	1.4	3.4	0.9	10.2
		Subtotal	2.0	0.9	0.9	2.2	0.6	6.6
	Multiple	0	0.0	0.1	0.0	0.0	0.2	0.2
		1	0.9	0.5	0.2	1.0	0.3	2.8
		2	1.0	0.5	0.3	1.4	0.4	3.6
		3+	2.1	0.8	1.4	3.0	0.1	7.4
		Subtotal	0.8	0.4	0.2	1.1	0.3	2.9
	Total		1.7	0.8	0.7	1.9	0.5	5.6
Merced	Single	0	0.1	0.3	0.0	0.0	0.1	0.5
		1	1.5	1.0	0.8	1.0	0.5	4.7
		2	2.6	1.2	1.1	2.4	0.9	8.3
		3+	2.6	1.4	1.2	3.8	1.1	9.9
		Subtotal	2.3	1.2	1.0	2.4	0.8	7.8
	Multiple	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.0	0.4	0.5	1.9	0.4	4.1
		2	1.9	0.3	0.3	3.1	0.4	5.8
		3+	2.0	0.5	3.2	5.4	1.5	12.6
		Subtotal	1.0	0.3	0.5	1.9	0.4	4.2
	Total		2.0	0.9	0.9	2.3	0.7	6.8

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
MTC	Single	0	0.2	0.0	0.0	0.0	0.0	0.3
		1	1.2	0.7	0.5	0.8	0.5	3.8
		2	2.4	1.1	1.2	1.9	1.0	7.6
		3+	3.2	1.6	2.0	3.0	1.2	11.0
		Subtotal	2.4	1.2	1.3	2.0	0.9	7.9
	Multiple	0	0.1	0.0	0.1	0.1	0.0	0.3
		1	1.2	0.6	0.4	0.9	0.5	3.6
		2	1.6	0.9	0.8	2.2	0.6	6.1
		3+	1.9	0.5	1.3	3.0	1.3	8.0
		Subtotal	1.1	0.5	0.5	1.3	0.5	4.0
	Total		2.0	1.0	1.0	1.8	0.8	6.5
Rural	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.3	1.0	0.7	1.1	0.5	4.7
		2	2.1	1.3	1.2	2.0	0.8	7.4
		3+	3.4	2.0	2.1	2.8	1.0	11.3
		Subtotal	2.2	1.4	1.3	1.9	0.8	7.5
	Multiple	0	0.1	0.1	0.0	0.0	0.0	0.2
		1	1.6	1.0	0.5	0.8	0.6	4.5
		2	1.6	0.8	1.3	1.8	0.7	6.2
		3+	2.8	2.7	2.9	2.6	2.3	13.4
		Subtotal	1.4	0.9	0.8	1.1	0.6	4.8
	Total		2.0	1.2	1.2	1.7	0.7	6.9

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
SACOG	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.1	0.7	0.3	0.8	0.5	3.4
		2	1.8	0.9	0.9	2.0	1.1	6.7
		3+	3.2	1.3	1.6	3.1	1.2	10.3
	Multiple	Subtotal	2.0	1.0	1.0	2.0	0.9	6.9
		0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.1	0.4	0.5	1.1	0.5	3.7
		2	1.9	0.8	0.8	2.1	0.9	6.5
		3+	3.2	2.3	0.7	2.2	1.6	10.0
		Subtotal	1.2	0.6	0.5	1.2	0.6	4.1
	Total		1.8	0.8	0.8	1.7	0.8	6.0
San Diego	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.2	0.8	0.5	0.8	0.4	3.6
		2	2.1	1.1	1.3	1.7	0.9	7.0
		3+	3.3	1.3	1.5	2.7	0.9	9.7
	Multiple	Subtotal	2.3	1.1	1.2	1.9	0.8	7.3
		0	0.2	0.0	0.0	0.0	0.0	0.2
		1	1.1	0.9	0.5	0.8	0.6	4.0
		2	2.0	0.6	0.9	1.7	0.7	5.8
		3+	3.2	0.8	1.0	3.0	1.0	9.0
		Subtotal	1.5	0.6	0.6	1.2	0.6	4.5
	Total		2.0	0.9	1.0	1.6	0.7	6.2

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
San Joaquin	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.4	0.3	0.2	0.7	0.6	3.3
		2	2.0	1.4	1.0	2.0	0.9	7.2
		3+	2.6	0.9	1.1	3.3	0.8	8.7
		Subtotal	2.0	0.9	0.8	2.1	0.8	6.6
	Multiple	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	0.9	0.6	0.3	0.9	0.6	3.3
		2	0.7	0.3	0.6	2.3	0.4	4.4
		3+	0.6	0.7	1.3	3.2	0.8	6.5
		Subtotal	0.6	0.4	0.4	1.3	0.4	3.1
	Total		1.6	0.8	0.7	1.8	0.7	5.5
San Luis Obispo	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.6	0.9	0.4	0.8	0.5	4.3
		2	2.4	1.8	0.9	1.5	1.1	7.7
		3+	3.4	1.1	1.3	2.6	0.9	9.4
		Subtotal	2.5	1.3	0.9	1.7	0.9	7.3
	Multiple	0	0.2	0.0	0.0	0.0	0.0	0.2
		1	1.6	0.7	0.5	0.8	0.8	4.4
		2	2.5	0.9	0.9	2.3	0.6	7.1
		3+	4.1	1.5	2.5	1.9	1.2	11.1
		Subtotal	2.0	0.8	0.8	1.3	0.7	5.5
	Total		2.3	1.2	0.8	1.6	0.8	6.7

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Ownership	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Santa Barbara	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.3	0.6	0.4	0.9	0.5	3.7
		2	2.9	1.2	1.0	2.2	1.0	8.2
		3+	3.9	1.2	2.1	2.8	1.0	10.9
		Subtotal	2.9	1.1	1.2	2.1	0.9	8.2
	Multiple	0	0.1	0.1	0.0	0.0	0.1	0.3
		1	1.2	0.5	0.5	1.0	0.4	3.5
		2	1.5	0.6	0.6	2.1	0.5	5.4
		3+	2.6	1.2	1.3	2.9	1.2	9.1
		Subtotal	1.3	0.6	0.5	1.4	0.5	4.2
	Total		2.4	0.9	1.0	1.9	0.7	6.9
SCAG	Single	0	0.1	0.1	0.0	0.1	0.0	0.3
		1	1.4	0.8	0.3	0.8	0.6	3.9
		2	2.1	1.0	0.8	1.9	0.7	6.5
		3+	3.4	1.5	1.1	2.7	1.2	9.9
		Subtotal	2.2	1.1	0.8	1.8	0.8	6.6
	Multiple	0	0.0	0.0	0.0	0.1	0.0	0.1
		1	1.2	0.5	0.4	1.1	0.4	3.8
		2	1.7	0.8	0.6	2.0	0.7	5.7
		3+	1.7	0.7	1.2	2.5	0.5	6.6
		Subtotal	1.2	0.5	0.4	1.3	0.4	3.9
	Total		1.8	0.9	0.6	1.6	0.6	5.6

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Ownership	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Shasta	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	0.7	0.7	0.5	0.8	0.7	3.4
		2	1.6	0.9	0.6	1.9	0.6	5.6
		3+	2.7	2.1	1.7	3.0	1.1	10.4
		Subtotal	1.7	1.2	0.9	2.0	0.8	6.5
	Multiple	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.5	1.3	0.8	0.8	0.5	5.0
		2	2.7	1.0	0.6	2.3	0.6	7.1
		3+	8.0	3.3	5.6	3.2	2.1	22.3
		Subtotal	2.4	1.2	1.2	1.3	0.6	6.8
	Total		1.9	1.2	1.0	1.8	0.7	6.6
Stanislaus	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.2	0.4	0.2	1.1	0.4	3.3
		2	1.6	0.6	1.0	2.3	0.5	6.1
		3+	2.9	0.9	1.3	3.3	0.6	9.1
		Subtotal	1.8	0.6	0.9	2.2	0.5	6.0
	Multiple	0	0.0	0.0	0.0	0.2	0.0	0.2
		1	1.2	0.6	0.2	0.7	0.3	3.1
		2	2.4	0.3	0.0	1.4	0.4	4.5
		3+	0.7	0.8	0.2	2.6	0.1	4.4
		Subtotal	1.3	0.4	0.1	0.9	0.3	3.0
	Total		1.7	0.6	0.7	1.9	0.4	5.2

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 11 - 2000-2001 WEEKDAY DRIVER TRIPS* PER HOUSEHOLD
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Ownership	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Tulare	Single	0	0.0	0.1	0.3	0.1	0.1	0.5
		1	1.7	1.1	0.3	1.0	0.7	4.7
		2	2.1	1.2	1.1	2.3	1.0	7.7
		3+	3.1	2.2	1.7	2.6	1.4	11.1
		Subtotal	2.2	1.4	1.1	2.0	1.0	7.7
	Multiple	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	2.1	0.6	0.5	0.7	0.5	4.3
		2	0.9	0.5	0.3	2.1	0.5	4.3
		3+	3.5	2.5	1.3	2.3	3.4	13.0
		Subtotal	1.2	0.5	0.4	0.7	0.5	3.3
	Total		2.0	1.2	0.9	1.6	0.9	6.6
Western Slope/Sierra Nevada	Single	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.3	1.2	0.6	0.3	0.5	3.8
		2	1.7	1.2	0.6	1.4	0.6	5.6
		3+	2.9	1.8	1.3	2.4	0.8	9.2
		Subtotal	2.0	1.4	0.9	1.5	0.6	6.4
	Multiple	0	0.0	0.0	0.0	0.0	0.0	0.0
		1	1.3	0.7	0.4	0.7	0.5	3.6
		2	1.8	1.0	0.4	1.4	0.5	5.1
		3+	1.3	0.3	0.7	2.0	1.1	5.4
		Subtotal	1.2	0.6	0.3	0.9	0.5	3.5
	Total		1.9	1.3	0.8	1.4	0.6	5.9

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
California	Single	1	1.3	0.8	0.4	0.8	0.5	3.8
		2	1.1	0.5	0.5	1.0	0.4	3.4
		3+	0.9	0.4	0.4	0.8	0.3	2.9
		Subtotal	1.0	0.5	0.4	0.9	0.4	3.2
	Multiple	1	1.2	0.6	0.4	1.0	0.5	3.8
		2	0.9	0.4	0.3	1.0	0.3	2.9
		3+	0.7	0.3	0.4	0.8	0.3	2.4
		Subtotal	1.0	0.4	0.4	1.0	0.4	3.1
	Total		1.0	0.5	0.4	0.9	0.4	3.2
AMBAG	Single	1	1.1	0.8	0.6	0.9	0.6	3.9
		2	1.1	0.6	0.5	1.0	0.5	3.7
		3+	0.8	0.5	0.6	0.9	0.3	3.1
		Subtotal	1.0	0.5	0.5	1.0	0.4	3.4
	Multiple	1	1.5	0.6	0.3	0.8	0.4	3.5
		2	0.7	0.2	0.3	1.0	0.3	2.5
		3+	0.3	0.5	0.4	0.8	0.3	2.2
		Subtotal	0.9	0.4	0.3	0.9	0.3	2.8
	Total		1.0	0.5	0.5	0.9	0.4	3.2

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Butte	Single	1	1.8	0.6	0.4	1.0	0.5	4.3
		2	1.0	0.8	0.5	0.9	0.6	3.9
		3+	0.8	0.6	0.7	0.8	0.3	3.1
		Subtotal	1.0	0.7	0.6	0.9	0.4	3.6
	Multiple	1	1.4	0.8	0.3	0.7	0.6	3.8
		2	0.9	0.4	0.3	1.0	0.5	3.1
		3+	0.3	0.2	0.3	1.0	0.2	2.0
		Subtotal	0.9	0.5	0.3	0.9	0.5	3.1
	Total		1.0	0.6	0.5	0.9	0.4	3.5
Fresno	Single	1	0.7	0.4	0.4	1.2	0.6	3.3
		2	0.9	0.3	0.3	1.1	0.3	2.8
		3+	0.7	0.2	0.3	1.0	0.3	2.5
		Subtotal	0.8	0.2	0.3	1.1	0.3	2.7
	Multiple	1	1.0	0.2	0.2	1.1	0.4	2.9
		2	1.0	0.2	0.3	0.7	0.2	2.4
		3+	1.4	0.2	0.3	1.1	0.2	3.1
		Subtotal	1.1	0.2	0.2	0.9	0.3	2.7
	Total		0.9	0.2	0.3	1.0	0.3	2.7

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Kern	Single	1	1.3	0.8	0.3	1.2	0.4	4.1
		2	1.1	0.4	0.5	1.2	0.3	3.5
		3+	0.9	0.4	0.4	1.0	0.3	3.0
		Subtotal	1.0	0.5	0.4	1.1	0.3	3.4
	Multiple	1	0.9	0.5	0.2	1.0	0.3	2.8
		2	0.5	0.3	0.1	0.7	0.2	1.8
		3+	0.6	0.2	0.4	0.8	0.0	2.0
		Subtotal	0.7	0.3	0.2	0.9	0.2	2.3
	Total		1.0	0.4	0.4	1.1	0.3	3.2
Merced	Single	1	1.5	1.0	0.8	1.0	0.5	4.7
		2	1.3	0.6	0.6	1.2	0.5	4.1
		3+	0.7	0.4	0.3	1.0	0.3	2.6
		Subtotal	1.0	0.5	0.5	1.1	0.4	3.5
	Multiple	1	1.0	0.4	0.5	1.9	0.4	4.1
		2	0.9	0.1	0.1	1.5	0.2	2.9
		3+	0.7	0.2	1.1	1.8	0.5	4.1
		Subtotal	0.9	0.3	0.5	1.7	0.4	3.7
	Total	Total	1.0	0.5	0.5	1.2	0.4	3.5

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
MTC	Single	1	1.2	0.7	0.5	0.8	0.5	3.8
		2	1.2	0.6	0.6	1.0	0.5	3.8
		3+	0.9	0.5	0.6	0.9	0.3	3.1
		Subtotal	1.0	0.5	0.6	0.9	0.4	3.4
	Multiple	1	1.2	0.6	0.4	0.9	0.5	3.6
		2	0.8	0.4	0.4	1.1	0.3	3.1
		3+	0.6	0.2	0.4	0.9	0.4	2.4
		Subtotal	0.9	0.4	0.4	1.0	0.4	3.1
	Total		1.0	0.5	0.5	0.9	0.4	3.4
Rural	Single	1	1.3	1.0	0.7	1.1	0.5	4.7
		2	1.0	0.6	0.6	1.0	0.4	3.7
		3+	1.0	0.6	0.6	0.8	0.3	3.2
		Subtotal	1.0	0.6	0.6	0.9	0.4	3.6
	Multiple	1	1.6	1.0	0.5	0.8	0.6	4.5
		2	0.8	0.4	0.7	0.9	0.4	3.1
		3+	0.9	0.8	0.9	0.8	0.7	4.1
		Subtotal	1.1	0.7	0.6	0.9	0.5	3.8
	Total		1.0	0.7	0.6	0.9	0.4	3.6

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
SACOG	Single	1	1.1	0.7	0.3	0.8	0.5	3.4
		2	0.9	0.5	0.5	1.0	0.5	3.3
		3+	0.9	0.4	0.5	0.9	0.3	3.0
		Subtotal	0.9	0.5	0.4	0.9	0.4	3.2
	Multiple	1	1.1	0.4	0.5	1.1	0.5	3.7
		2	1.0	0.4	0.4	1.0	0.5	3.2
		3+	0.8	0.6	0.2	0.6	0.4	2.6
		Subtotal	1.0	0.5	0.4	1.0	0.5	3.3
	Total		0.9	0.5	0.4	0.9	0.4	3.2
San Diego	Single	1	1.2	0.8	0.5	0.8	0.4	3.6
		2	1.0	0.5	0.6	0.9	0.4	3.5
		3+	0.9	0.4	0.4	0.8	0.3	2.7
		Subtotal	1.0	0.5	0.5	0.8	0.3	3.1
	Multiple	1	1.1	0.9	0.5	0.8	0.6	4.0
		2	1.0	0.3	0.5	0.8	0.3	2.9
		3+	1.0	0.2	0.3	0.9	0.3	2.8
		Subtotal	1.0	0.5	0.5	0.8	0.4	3.2
	Total		1.0	0.5	0.5	0.8	0.4	3.1

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
San Joaquin	Single	1	1.4	0.3	0.2	0.7	0.6	3.3
		2	1.0	0.7	0.5	1.0	0.4	3.6
		3+	0.8	0.3	0.3	0.9	0.2	2.5
		Subtotal	0.9	0.4	0.4	0.9	0.3	3.0
	Multiple	1	0.9	0.6	0.3	0.9	0.6	3.3
		2	0.3	0.2	0.3	1.2	0.2	2.2
		3+	0.2	0.2	0.4	1.0	0.3	2.1
		Subtotal	0.5	0.3	0.3	1.1	0.4	2.6
	Total		0.8	0.4	0.4	1.0	0.3	2.9
San Luis Obispo	Single	1	1.6	0.9	0.4	0.8	0.5	4.3
		2	1.2	0.9	0.4	0.8	0.6	3.9
		3+	1.0	0.3	0.4	0.7	0.3	2.6
		Subtotal	1.1	0.6	0.4	0.8	0.4	3.3
	Multiple	1	1.6	0.7	0.5	0.8	0.8	4.4
		2	1.3	0.4	0.4	1.1	0.3	3.6
		3+	1.2	0.4	0.7	0.6	0.3	3.3
		Subtotal	1.4	0.5	0.5	0.9	0.5	3.8
	Total		1.2	0.6	0.4	0.8	0.4	3.4

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Santa Barbara	Single	1	1.3	0.6	0.4	0.9	0.5	3.7
		2	1.5	0.6	0.5	1.1	0.5	4.1
		3+	1.1	0.4	0.6	0.8	0.3	3.1
		Subtotal	1.3	0.5	0.5	0.9	0.4	3.5
	Multiple	1	1.2	0.5	0.5	1.0	0.4	3.5
		2	0.8	0.3	0.3	1.1	0.2	2.7
		3+	0.7	0.3	0.3	0.8	0.3	2.4
		Subtotal	0.9	0.4	0.4	0.9	0.3	2.9
	Total		1.2	0.4	0.5	0.9	0.4	3.4
SCAG	Single	1	1.4	0.8	0.3	0.8	0.6	3.9
		2	1.0	0.5	0.4	0.9	0.4	3.2
		3+	1.0	0.4	0.3	0.8	0.3	2.8
		Subtotal	1.0	0.5	0.4	0.8	0.4	3.1
	Multiple	1	1.2	0.5	0.4	1.1	0.4	3.8
		2	0.9	0.4	0.3	1.0	0.3	2.8
		3+	0.5	0.2	0.4	0.8	0.1	2.0
		Subtotal	0.9	0.4	0.4	1.0	0.3	3.0
	Total		1.0	0.5	0.4	0.9	0.4	3.1

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Shasta	Single	1	0.7	0.7	0.5	0.8	0.7	3.4
		2	0.8	0.4	0.3	1.0	0.3	2.8
		3+	0.7	0.6	0.5	0.8	0.3	2.9
		Subtotal	0.8	0.5	0.4	0.9	0.3	2.9
	Multiple	1	1.5	1.3	0.8	0.8	0.5	4.9
		2	1.3	0.5	0.3	1.2	0.3	3.6
		3+	2.4	1.0	1.6	0.9	0.6	6.5
		Subtotal	1.7	0.9	0.9	1.0	0.4	4.9
	Total		0.9	0.6	0.5	0.9	0.4	3.3
Stanislaus	Single	1	1.2	0.4	0.2	1.1	0.4	3.3
		2	0.8	0.3	0.5	1.2	0.3	3.1
		3+	0.9	0.3	0.4	1.0	0.2	2.7
		Subtotal	0.9	0.3	0.4	1.1	0.3	2.9
	Multiple	1	1.2	0.6	0.2	0.7	0.3	3.1
		2	1.2	0.1	0.0	0.7	0.2	2.2
		3+	0.2	0.3	0.1	0.9	0.0	1.5
		Subtotal	1.1	0.4	0.1	0.7	0.2	2.6
	Total		0.9	0.3	0.4	1.0	0.2	2.9

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 12a - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Housing Unit Type, Vehicle Ownership, and Trip Type**

Region	Housing Unit Type	Vehicle Owner-ship	Trip Type					Total
			Home Other	Other Other	Work Other	Home Work	Home Shopping	
Tulare	Single	1	1.7	1.1	0.3	1.0	0.7	4.7
		2	1.0	0.6	0.6	1.1	0.5	3.8
		3+	0.9	0.7	0.5	0.8	0.4	3.3
		Subtotal	1.1	0.7	0.5	0.9	0.5	3.7
	Multiple	1	2.1	0.6	0.5	0.7	0.5	4.3
		2	0.5	0.3	0.1	1.0	0.2	2.1
		3+	1.1	0.8	0.4	0.7	1.1	4.2
		Subtotal	1.4	0.5	0.4	0.8	0.6	3.7
	Total		1.1	0.7	0.5	0.9	0.5	3.7
Western Slope/Sierra Nevada	Single	1	1.3	1.2	0.6	0.3	0.5	3.8
		2	0.8	0.6	0.3	0.7	0.3	2.8
		3+	0.8	0.5	0.4	0.7	0.2	2.5
		Subtotal	0.9	0.6	0.4	0.7	0.3	2.7
	Multiple	1	1.3	0.7	0.4	0.7	0.5	3.6
		2	0.9	0.5	0.2	0.7	0.3	2.6
		3+	0.4	0.1	0.2	0.6	0.3	1.5
		Subtotal	0.9	0.5	0.3	0.7	0.4	2.7
	Total		0.9	0.6	0.4	0.7	0.3	2.7

* Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

**Table 12b - 2000-2001 WEEKDAY DRIVER TRIPS PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Trip Type**

California

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.5	1.0
Other-Other	0.7	0.5
Work-Other	0.6	0.4
Home-Work	1.4	0.9
Home-Shop	0.6	0.4
Total	4.8	3.2

Vehicle in Use (14,097,873) / Vehicles Available (21,448,754) = Percent Vehicle in use 66%)

AMBAG

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.4	1.0
Other-Other	0.8	0.5
Work-Other	0.7	0.5
Home-Work	1.4	0.9
Home-Shop	0.5	0.4
Total	4.9	3.2

Vehicle in Use (290,368) / Vehicles Available (436,805) = Percent Vehicle in use 66%)

Butte

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.5	1.0
Other-Other	1.1	0.7
Work-Other	0.8	0.5
Home-Work	1.4	0.9
Home-Shop	0.7	0.4
Total	5.5	3.5

Vehicle in Use (96,646) / Vehicles Available (150,224) = Percent Vehicle in use 64%)

*Vehicles actually used on travel day.

Driver trips include automobile, pickup, RV, van, truck, and motorcycle driver trips.

**Table 12b - 2000-2001 WEEKDAY DRIVER TRIPS PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Trip Type**

Fresno

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.4	0.9
Other-Other	0.4	0.2
Work-Other	0.5	0.3
Home-Work	1.6	1.0
Home-Shop	0.5	0.3
Total	4.3	2.8

Vehicle in Use (281,064) / Vehicles Available 438,911) = Percent Vehicle in use 64%)

Kern

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.5	1.0
Other-Other	0.7	0.4
Work-Other	0.6	0.4
Home-Work	1.6	1.1
Home-Shop	0.5	0.3
Total	4.8	3.1

Vehicle in Use (246,801) / Vehicles Available 375,542) = Percent Vehicle in use 66%)

Merced

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.6	1.0
Other-Other	0.7	0.5
Work-Other	0.7	0.5
Home-Work	1.8	1.2
Home-Shop	0.6	0.4
Total	5.5	3.5

Vehicle in Use (86,024) / Vehicles Available (133,213) = Percent Vehicle in use 65%)

*Vehicles actually used on travel day.

Driver trips include automobile, pickup, RV, van, truck, and motorcycle driver trips.

**Table 12b - 2000-2001 WEEKDAY DRIVER TRIPS PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Trip Type**

MTC

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.5	1.0
Other-Other	0.8	0.5
Work-Other	0.8	0.5
Home-Work	1.4	0.9
Home-Shop	0.6	0.4
Total	5.0	3.4

Vehicle in Use (2,480,233) / Vehicles Available 3,717,005) = Percent Vehicle in use 67%)

Rural

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.7	1.0
Other-Other	1.0	0.7
Work-Other	1.0	0.6
Home-Work	1.5	0.9
Home-Shop	0.6	0.4
Total	5.8	3.6

Vehicle in Use (383,498) / Vehicles Available 612,402) = Percent Vehicle in use 63%)

SACOG

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.4	0.9
Other-Other	0.7	0.5
Work-Other	0.7	0.4
Home-Work	1.4	0.9
Home-Shop	0.7	0.4
Total	4.8	3.2

Vehicle in Use (902,141) / Vehicles Available (1,357,882) = Percent Vehicle in use 66%)

*Vehicles actually used on travel day.

Driver trips include automobile, pickup, RV, van, truck, and motorcycle driver trips.

**Table 12b - 2000-2001 WEEKDAY DRIVER TRIPS PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Trip Type**

San Diego

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.6	1.0
Other-Other	0.7	0.5
Work-Other	0.8	0.5
Home-Work	1.3	0.8
Home-Shop	0.6	0.4
Total	5.1	3.1

Vehicle in Use (1,188,099) / Vehicles Available 1,931,305) = Percent Vehicle in use 62%)

San Joaquin

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.3	0.8
Other-Other	0.6	0.4
Work-Other	0.6	0.4
Home-Work	1.5	1.0
Home-Shop	0.5	0.4
Total	4.5	2.9

Vehicle in Use (219,988) / Vehicles Available 338,298) = Percent Vehicle in use 65%)

San Luis Obispo

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.4	0.9
Other-Other	0.7	0.5
Work-Other	0.7	0.4
Home-Work	1.4	0.9
Home-Shop	0.7	0.4
Total	5.3	3.4

Vehicle in Use (471,207) / Vehicles Available (738,164) = Percent Vehicle in use 64%)

*Vehicles actually used on travel day.

Driver trips include automobile, pickup, RV, van, truck, and motorcycle driver trips.

**Table 12b - 2000-2001 WEEKDAY DRIVER TRIPS PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Trip Type**

Santa Barbara

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.7	1.2
Other-Other	0.7	0.5
Work-Other	0.7	0.5
Home-Work	1.4	0.9
Home-Shop	0.6	0.4
Total	5.1	3.4

Vehicle in Use (184,691) / Vehicles Available 276,809) = Percent Vehicle in use 67%)

SCAG

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.5	1.0
Other-Other	0.7	0.5
Work-Other	0.5	0.4
Home-Work	1.3	0.9
Home-Shop	0.5	0.4
Total	4.6	3.1

Vehicle in Use (6,792,843) / Vehicles Available 10,193,024) = Percent Vehicle in use 67%)

Shasta

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.5	0.9
Other-Other	1.0	0.6
Work-Other	0.8	0.5
Home-Work	1.5	0.9
Home-Shop	0.6	0.4
Total	5.4	3.3

Vehicle in Use (79,747) / Vehicles Available (131,196) = Percent Vehicle in use 61%)

*Vehicles actually used on travel day.

Driver trips include automobile, pickup, RV, van, truck, and motorcycle driver trips.

**Table 12b - 2000-2001 WEEKDAY DRIVER TRIPS PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Trip Type**

Stanislaus

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.4	0.9
Other-Other	0.5	0.3
Work-Other	0.6	0.4
Home-Work	1.6	1.0
Home-Shop	0.4	0.2
Total	4.5	2.9

Vehicle in Use (169,709) / Vehicles Available 264,673) = Percent Vehicle in use 64%)

Tulare

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.6	1.1
Other-Other	1.0	0.7
Work-Other	0.7	0.5
Home-Work	1.4	0.9
Home-Shop	0.7	0.5
Total	5.4	3.7

Vehicle in Use (158,746) / Vehicles Available 233,509) = Percent Vehicle in use 68%)

Western Slope/Sierra Nevada

Trip Type	Driver Trips Per Vehicles in Use*	Driver Trips Per Vehicles Available
Home-Other	1.6	0.9
Other-Other	1.0	0.6
Work-Other	0.7	0.4
Home-Work	1.2	0.7
Home-Shop	0.5	0.3
Total	4.9	2.7

Vehicle in Use (66,069) / Vehicles Available (119,790) = Percent Vehicle in use 55%)

*Vehicles actually used on travel day.

Driver trips include automobile, pickup, RV, van, truck, and motorcycle driver trips.

**Table 12c - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Vehicle Ownership**

California

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.8	3.8
2	4.6	3.3
3+	5.1	2.8
Total	4.8	3.2

AMBAG

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.7	3.6
2	4.6	3.4
3+	5.2	3.0
Total	4.9	3.2

Butte

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	5.1	4.1
2	5.6	3.8
3+	5.6	3.0
Total	5.5	3.5

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Vehicles actually used on travel day.

**Table 12c - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Vehicle Ownership**

Fresno

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.2	3.1
2	4.2	2.8
3+	4.5	2.5
Total	4.3	2.8

Kern

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.4	3.5
2	4.7	3.2
3+	5.1	2.9
Total	4.8	3.1

Merced

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	5.9	4.4
2	5.6	4.0
3+	5.1	2.7
Total	5.5	3.5

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Vehicles actually used on travel day.

**Table 12c - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Vehicle Ownership**

MTC

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.9	3.7
2	4.8	3.6
3+	5.4	3.0
Total	5.0	3.3

Rural

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	6.0	4.6
2	5.3	3.6
3+	6.3	3.3
Total	5.8	3.6

SACOG

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.8	3.5
2	4.4	3.3
3+	5.4	3.0
Total	4.8	3.2

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Vehicles actually used on travel day.

**Table 12c - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Vehicle Ownership**

San Diego

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	5.2	3.9
2	4.9	3.3
3+	5.3	2.7
Total	5.1	3.1

San Joaquin

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.2	3.3
2	4.8	3.3
3+	4.3	2.5
Total	4.5	2.9

San Luis Obispo

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	5.4	4.3
2	5.4	3.8
3+	5.2	2.7
Total	5.3	3.4

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Vehicles actually used on travel day.

**Table 12c - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Vehicle Ownership**

Santa Barbara

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.9	3.7
2	5.0	3.8
3+	5.3	3.0
Total	5.1	3.4

SCAG

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.6	3.8
2	4.4	3.1
3+	4.9	2.7
Total	4.6	3.1

Shasta

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	5.3	4.0
2	4.4	3.0
3+	6.4	3.3
Total	5.4	3.3

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Vehicles actually used on travel day.

**Table 12c - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE IN USE
VS. PER VEHICLES AVAILABLE
By Region and Vehicle Ownership**

Stanislaus

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	4.3	3.2
2	4.2	2.9
3+	5.0	2.7
Total	4.5	2.9

Tulare

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	5.5	4.6
2	5.1	3.7
3+	5.7	3.4
Total	5.4	3.7

Western Slope/Sierra Nevada

Number of Vehicles	Driver Trips Per Vehicles in Use**	Driver Trips Per Vehicles Available
1	5.7	3.6
2	4.7	2.8
3+	4.9	2.5
Total	4.9	2.7

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Vehicles actually used on travel day.

Table 12d - 2000-2001 WEEKDAY STATEWIDE DRIVER TRIPS PER LIGHT DUTY IN USE VS. PER VEHICLES AVAILABLE By Model Year Groups and Percent Light Duty In Use of Vehicles Available (Average Weekday Travel -- Linked Trips)

Model Year	Driver Trips Per Light Duty Vehicle In Use **	Driver Trips Per Light Duty Vehicle Available	Duty Vehicles In Use of Vehicles Available
1999-01	4.9	3.4	70%
1996-98	5.0	3.6	73%
1993-95	5.0	3.5	70%
1990-92	4.9	3.1	64%
1987-89	4.7	2.9	60%
1984-86	4.6	2.5	54%
1981-83	5.3	2.5	47%
<1981	4.3	1.4	32%
Unknown	4.5	2.0	44%
Total	4.9	3.1	63%

*Light duty vehicles include automobiles, pickups, RV's, and vans only (motorcycles and larger trucks are excluded).

**Vehicles actually used on average weekday travel (Monday through Friday).

P. Trip Generation by Household Size and Housing Unit Type

Table 13a shows for each region and for California as a whole the number of person trips per household per weekday and the number of driver trips per household per weekday, distributed by household size and housing unit type. This table demonstrates that trips per household for California increase as household size increases. Table 13b presents driver trips per vehicle by household size and housing unit type. Only small differences are observed between housing unit types.

Q. Trip Generation by Household Income and Housing Unit Type

Table 14 shows that the relative number of trips usually produced increases with increasing household income categories. This is generally true for both person trips and driver trips. Note, however, that the increase does not occur in a linear manner. Person trips and driver trips per household rates for higher income households are substantially higher than rates for households in the lower income group.

Table 15 shows that in contrast to data for person and driver trips per household, driver trips per vehicle by household income indicate only small differences between housing unit types. It should also be noted that 13% of the sample households statewide did not answer the household income question.

R. Driver Trip Purpose Interchanges

Table 16a shows the percent distribution of weekday driver trips (unlinked) from each origin (trip purpose from) to each destination (trip purpose to). The data show that the most frequent trip origin was "home" (33.6%), followed by "other" (23%), "work place" (19.4%), and "shopping" (10.9%). Of all trips, 13.1% involved serving a passenger (pick up or drop off a passenger)/changed travel mode. The most frequent trip destinations were "home" (33.1%), "other" (23.4%), "work place" (19.5%), and "shopping" (10.9%). Table 16b displays the numbers corresponding to the percentages shown in Table 16a.

S. Trips by Particular Travel Mode for Unlinked and Linked Trips

Figure 5 graphically shows the 2001 weekday trips mode of travel distribution for California. Furthermore, shown in Table 17a are 2001 weekday unlinked and linked trips distributed by particular travel mode to place of activity as well as by grouped modes for California and by region. Table 17a is by region of the respondent's residence; however, mode of travel may include travel outside of the region of residence. (Refer to the Glossary regarding definitions of "unlinked" and "linked" trips.) For all regions, the most frequently utilized travel mode was "vehicle driver".

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

California

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.6	3.0	3.3	3.4	2.6	2.9
2	7.2	5.9	6.8	6.1	4.9	5.7
3	9.2	7.0	8.5	7.6	4.9	6.8
4	12.9	8.4	11.7	9.4	5.3	8.3
5+	14.4	8.5	12.7	8.8	4.2	7.5
Total	9.2	5.6	7.9	7.0	4.0	5.9

AMBAG

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.4	2.7	3.0	3.3	2.4	2.8
2	7.0	4.8	6.3	6.1	4.2	5.5
3	11.9	7.8	10.5	9.7	5.9	8.5
4	14.3	6.3	12.1	10.4	3.7	8.5
5+	15.8	6.2	14.6	11.2	2.5	10.1
Total	10.0	4.6	8.1	7.9	3.6	6.4

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

Butte

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.1	3.4	3.2	2.8	3.1	3.0
2	8.5	5.3	7.7	7.3	4.2	6.4
3	12.3	6.1	10.9	10.3	5.0	9.1
4	13.6	9.5	12.5	9.8	6.3	8.9
5+	17.3	20.2	17.7	10.0	9.2	9.9
Total	9.5	5.6	8.4	7.4	4.3	6.4

Fresno

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	2.6	1.9	2.2	2.2	1.6	1.9
2	5.9	4.7	5.6	5.1	3.4	4.7
3	8.3	7.8	8.1	6.6	5.4	6.1
4	10.6	7.3	9.8	7.6	3.9	6.7
5+	10.7	6.5	9.9	6.1	1.9	5.3
Total	7.6	4.6	6.5	5.6	3.0	4.6

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

Kern

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	4.0	2.6	3.3	3.6	2.1	2.9
2	7.4	4.6	6.6	6.2	3.1	5.4
3	10.1	5.6	8.9	7.7	3.1	6.5
4	11.7	5.5	10.6	8.4	4.5	7.7
5+	12.1	6.4	11.3	7.1	2.7	6.5
Total	9.0	4.3	7.7	6.6	2.9	5.6

Merced

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.7	3.1	3.5	3.4	2.7	3.1
2	8.3	5.3	7.5	7.6	4.0	6.7
3	10.5	9.6	10.3	8.6	8.7	8.6
4	16.1	8.2	14.4	10.9	5.7	9.7
5+	14.5	8.2	12.9	7.7	2.7	6.4
Total	11.0	6.3	9.7	7.8	4.2	6.8

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

MTC

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.6	2.8	3.1	3.1	2.2	2.5
2	7.9	6.7	7.5	6.7	5.2	6.2
3	10.7	8.7	10.3	9.0	6.6	8.5
4	14.8	9.7	13.9	11.1	6.1	10.2
5+	13.3	8.8	12.4	9.6	5.2	8.7
Total	9.9	5.4	8.3	7.9	4.0	6.5

Rural

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	4.1	3.2	3.8	3.8	2.6	3.3
2	8.0	6.3	7.7	6.9	5.0	6.5
3	11.6	8.1	10.9	9.5	6.4	8.9
4	14.3	11.3	13.8	10.4	7.8	9.9
5+	16.8	18.8	17.0	9.8	11.5	10.0
Total	9.9	6.4	9.1	7.5	4.8	6.9

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

SACOG

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	4.0	3.0	3.4	3.6	2.5	3.0
2	7.3	5.8	6.9	6.2	4.7	5.8
3	9.6	7.9	9.2	8.0	5.0	7.2
4	12.5	9.6	11.9	8.9	6.1	8.4
5+	16.8	12.3	16.2	7.6	7.9	7.6
Total	9.7	5.6	8.5	6.9	4.1	6.0

San Diego

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.4	3.2	3.3	3.2	2.8	3.0
2	6.2	5.6	6.0	5.3	4.7	5.1
3	8.1	6.9	7.7	6.8	5.2	6.3
4	12.8	9.3	12.0	9.9	7.1	9.3
5+	21.1	12.5	18.6	14.2	8.4	12.5
Total	9.3	5.7	7.9	7.3	4.5	6.2

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

San Joaquin

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	2.9	3.0	3.0	2.6	2.3	2.4
2	6.7	5.3	6.4	6.0	4.5	5.7
3	9.3	4.4	8.0	7.8	3.8	6.8
4	12.2	5.1	10.2	8.9	2.7	7.2
5+	13.0	9.5	12.5	7.6	3.8	7.1
Total	8.8	4.5	7.5	6.6	3.1	5.5

San Luis Obispo

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.6	4.6	4.0	3.3	4.0	3.6
2	7.1	6.9	7.1	6.2	5.8	6.1
3	11.0	8.3	10.2	9.1	6.6	8.4
4	12.9	10.6	12.5	9.2	6.4	8.7
5+	18.7	17.9	18.6	11.6	9.8	11.4
Total	9.5	7.1	8.8	7.3	5.5	6.7

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

Santa Barbara

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.7	3.5	3.6	3.5	3.1	3.3
2	8.0	5.2	7.2	7.1	4.0	6.3
3	10.7	7.7	9.7	8.2	6.1	7.5
4	15.4	6.7	13.5	11.2	4.7	9.8
5+	18.6	12.9	17.7	11.5	6.9	10.8
Total	10.8	5.5	9.1	8.2	4.2	6.9

SCAG

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.7	3.0	3.3	3.5	2.7	3.0
2	7.0	5.8	6.6	5.9	4.9	5.6
3	8.3	6.4	7.7	6.9	4.3	6.0
4	12.2	8.1	10.9	8.7	4.9	7.6
5+	13.1	7.6	11.1	8.2	3.5	6.5
Total	8.8	5.6	7.6	6.6	3.9	5.6

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

Shasta

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.6	2.9	3.3	3.4	2.3	2.9
2	6.8	7.6	7.0	6.0	6.9	6.2
3	8.8	7.3	8.5	6.8	5.1	6.4
4	13.2	9.6	12.5	10.1	7.8	9.7
5+	13.3	29.2	17.6	8.4	22.0	12.1
Total	8.3	8.6	8.4	6.5	6.8	6.6

Stanislaus

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	3.3	2.5	3.0	3.1	2.1	2.7
2	6.8	3.5	6.1	6.0	3.0	5.3
3	7.9	4.8	7.1	6.7	2.9	5.7
4	9.6	5.6	9.0	7.1	3.4	6.5
5+	10.9	10.9	10.9	6.6	5.7	6.4
Total	7.7	4.4	6.9	6.0	3.0	5.2

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 13a - 2000-2001 WEEKDAY PERSON* AND DRIVER TRIPS PER HOUSEHOLD
By Region, Household Size, Housing Unit Type**

Tulare

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	4.3	2.4	3.5	4.1	2.0	3.2
2	8.1	4.6	7.3	7.2	3.1	6.2
3	8.9	7.4	8.3	7.2	5.0	6.3
4	12.1	16.4	12.5	8.3	12.5	8.7
5+	21.2	7.1	18.5	9.4	1.6	7.9
Total	12.9	5.8	11.0	7.7	3.3	6.6

Western Slope/Sierra Nevada

Household Size	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
1	2.6	1.8	2.3	2.6	1.5	2.2
2	6.5	6.1	6.5	5.6	4.6	5.5
3	11.7	13.1	11.9	9.5	7.4	9.2
4	11.9	9.1	11.5	8.4	5.9	8.2
5+	17.6	0.0	17.6	10.7	0.0	10.7
Total	8.3	5.0	7.7	6.4	3.5	5.9

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips.

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

**Table 13b - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Size, Housing Unit Type**

Household Size	California		
	Housing Unit Type		Total
	Single	Multiple	
1	2.7	3.1	2.9
2	2.8	3.0	2.9
3	3.2	3.3	3.2
4	3.7	3.4	3.7
5+	3.5	2.8	3.4
Total	3.2	3.1	3.2

Household Size	AMBAG		
	Housing Unit Type		Total
	Single	Multiple	
1	2.5	2.9	2.7
2	2.7	2.5	2.6
3	3.7	3.6	3.7
4	3.9	2.8	3.7
5+	4.2	1.3	3.9
Total	3.4	2.8	3.2

Household Size	Butte		
	Housing Unit Type		Total
	Single	Multiple	
1	2.2	3.2	2.6
2	3.4	2.6	3.2
3	4.4	3.6	4.3
4	4.1	3.2	3.9
5+	3.6	5.4	3.8
Total	3.6	3.1	3.5

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 13b - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Size, Housing Unit Type**

Household Size	Fresno		
	Housing Unit Type		Total
	Single	Multiple	
1	2.0	2.6	2.3
2	2.4	2.6	2.5
3	3.0	3.6	3.2
4	3.5	2.3	3.2
5+	2.6	2.2	2.6
Total	2.8	2.7	2.8

Household Size	Kern		
	Housing Unit Type		Total
	Single	Multiple	
1	2.8	2.2	2.6
2	3.0	2.5	2.9
3	3.9	2.1	3.5
4	3.8	2.6	3.6
5+	3.4	2.1	3.3
Total	3.4	2.3	3.2

Household Size	Merced		
	Housing Unit Type		Total
	Single	Multiple	
1	3.0	4.0	3.3
2	3.6	4.1	3.7
3	3.5	5.7	3.8
4	4.3	3.5	4.2
5+	2.9	2.2	2.8
Total	3.5	3.7	3.5

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 13b - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Size, Housing Unit Type**

Household Size	MTC		
	Housing Unit Type		Total
	Single	Multiple	
1	2.5	2.8	2.7
2	3.1	3.1	3.1
3	3.5	3.6	3.5
4	4.3	3.7	4.2
5+	3.1	3.3	3.1
Total	3.4	3.2	3.4

Household Size	Rural		
	Housing Unit Type		Total
	Single	Multiple	
1	2.9	3.1	3.0
2	3.1	3.5	3.2
3	3.8	4.1	3.8
4	4.2	4.2	4.2
5+	4.3	6.9	4.5
Total	3.6	3.8	3.6

Household Size	SACOG		
	Housing Unit Type		Total
	Single	Multiple	
1	2.7	3.3	2.9
2	2.8	2.9	2.8
3	3.2	3.5	3.3
4	3.9	4.6	4.0
5+	3.3	3.2	3.3
Total	3.2	3.3	3.2

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 13b - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Size, Housing Unit Type**

Household Size	San Diego		
	Housing Unit Type		Total
	Single	Multiple	
1	2.5	3.2	2.9
2	2.4	2.8	2.5
3	2.7	3.2	2.9
4	3.4	3.8	3.5
5+	4.9	3.7	4.6
Total	3.1	3.2	3.1

Household Size	San Joaquin		
	Housing Unit Type		Total
	Single	Multiple	
1	2.4	3.0	2.7
2	2.9	2.9	2.9
3	2.8	2.6	2.8
4	3.4	1.9	3.1
5+	3.2	2.2	3.0
Total	3.0	2.6	2.9

Household Size	San Luis Obispo		
	Housing Unit Type		Total
	Single	Multiple	
1	3.0	4.1	3.4
2	2.8	3.0	2.9
3	3.3	4.4	3.5
4	3.4	5.0	3.5
5+	4.2	5.0	4.3
Total	3.3	3.8	3.4

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 13b - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Size, Housing Unit Type**

Household Size	Santa Barbara		
	Housing Unit Type		Total
	Single	Multiple	
1	2.8	3.5	3.2
2	3.1	2.5	3.0
3	3.4	3.0	3.3
4	4.3	2.4	3.9
5+	3.8	3.2	3.8
Total	3.5	2.9	3.4

Household Size	SCAG		
	Housing Unit Type		Total
	Single	Multiple	
1	2.7	3.1	2.9
2	2.8	3.2	2.9
3	3.0	3.1	3.0
4	3.5	3.3	3.5
5+	3.4	2.5	3.2
Total	3.1	3.0	3.1

Household Size	Shasta		
	Housing Unit Type		Total
	Single	Multiple	
1	2.7	3.1	2.8
2	2.7	3.7	2.8
3	2.9	3.6	3.0
4	3.8	5.6	4.0
5+	2.7	8.2	4.0
Total	2.9	4.9	3.3

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

**Table 13b - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Size, Housing Unit Type**

Household Size	Stanislaus		
	Housing Unit Type		Total
	Single	Multiple	
1	2.8	2.6	2.7
2	3.0	2.0	2.8
3	3.0	3.3	3.0
4	2.9	2.9	2.9
5+	2.8	3.0	2.9
Total	2.9	2.6	2.9

Household Size	Tulare		
	Housing Unit Type		Total
	Single	Multiple	
1	3.1	3.6	3.3
2	3.3	2.3	3.2
3	3.3	3.9	3.4
4	4.3	6.0	4.4
5+	3.9	4.2	3.9
Total	3.7	3.7	3.7

Household Size	Western Slope/Sierra Nevada		
	Housing Unit Type		Total
	Single	Multiple	
1	1.9	1.7	1.8
2	2.4	3.1	2.5
3	3.4	6.6	3.6
4	2.9	1.9	2.8
5+	3.3	0.0	3.3
Total	2.7	2.7	2.7

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER HOUSEHOLD By Region, Household Income, Housing Unit Type**

California

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	6.0	4.6	5.2	3.8	2.8	3.2
\$25,000-\$34,999	8.2	6.7	7.5	5.9	4.7	5.3
\$35,000-\$49,999	9.9	6.7	8.7	7.4	5.2	6.6
\$50,000-\$74,999	9.7	6.3	8.7	7.3	5.0	6.7
\$75,000-\$99,999	11.3	8.0	10.7	8.9	6.6	8.5
\$100,000-\$149,999	11.1	7.1	10.5	8.7	5.7	8.2
Over \$150,000	10.5	6.3	10.1	8.7	5.5	8.4
Income not Known	8.1	4.4	6.9	6.3	3.1	5.3
Total	9.2	5.6	7.9	7.0	4.0	5.9

AMBAG

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	5.8	3.6	4.3	4.6	2.3	3.0
\$25,000-\$34,999	11.2	5.5	8.3	8.6	4.1	6.3
\$35,000-\$49,999	10.6	5.5	8.1	8.5	4.7	6.7
\$50,000-\$74,999	8.9	5.1	8.0	6.7	4.6	6.2
\$75,000-\$99,999	12.3	9.8	12.1	9.6	6.9	9.3
\$100,000-\$149,999	11.9	5.8	11.3	9.9	5.2	9.4
Over \$150,000	9.6	0.0	9.3	7.7	0.0	7.5
Income not Known	9.4	4.1	7.5	7.3	3.5	5.9
Total	10.0	4.6	8.1	7.9	3.6	6.4

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

Butte

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	4.4	4.5	4.5	3.1	3.3	3.2
\$25,000-\$34,999	12.0	9.0	11.1	9.2	5.7	8.1
\$35,000-\$49,999	10.2	8.0	9.7	8.2	7.1	8.0
\$50,000-\$74,999	12.2	8.8	11.9	9.2	7.8	9.1
\$75,000-\$99,999	13.2	0.0	13.2	9.7	0.0	9.7
\$100,000- \$149,999	12.6	0.0	12.6	11.4	0.0	11.4
Over \$150,000	4.0	0.0	4.0	4.0	0.0	4.0
Income not Known	7.3	3.8	6.1	6.4	3.8	5.5
Total	9.5	5.6	8.4	7.4	4.3	6.4

Fresno

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	5.2	3.9	4.4	3.2	2.2	2.6
\$25,000-\$34,999	7.5	6.0	6.8	5.1	4.4	4.7
\$35,000-\$49,999	7.7	5.9	7.2	5.6	4.2	5.2
\$50,000-\$74,999	9.6	4.8	8.7	7.2	3.5	6.5
\$75,000-\$99,999	8.0	10.3	8.1	6.5	7.0	6.5
\$100,000- \$149,999	12.9	0.0	12.9	10.4	0.0	10.4
Over \$150,000	7.8	0.0	7.1	7.1	0.0	6.5
Income not Known	6.7	5.4	6.5	4.9	4.5	4.8
Total	7.6	4.6	6.5	5.6	3.0	4.6

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

Kern

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	6.9	3.4	5.3	4.5	1.9	3.3
\$25,000-\$34,999	8.3	6.6	7.9	6.2	3.9	5.6
\$35,000-\$49,999	10.8	5.5	9.3	7.8	4.0	6.7
\$50,000-\$74,999	9.4	5.1	8.6	7.4	4.4	6.8
\$75,000-\$99,999	12.4	0.8	12.1	9.3	0.8	9.0
\$100,000- \$149,999	11.5	5.5	10.3	9.2	4.4	8.3
Over \$150,000	9.7	2.6	9.4	7.3	2.6	7.1
Income not Known	7.8	4.4	7.2	5.6	4.0	5.4
Total	9.0	4.3	7.7	6.6	2.9	5.6

Merced

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	8.6	5.0	7.1	5.8	2.7	4.5
\$25,000-\$34,999	11.9	9.2	11.2	7.7	6.2	7.3
\$35,000-\$49,999	11.0	9.5	10.5	8.3	7.6	8.1
\$50,000-\$74,999	13.3	7.3	12.8	9.7	6.0	9.3
\$75,000-\$99,999	13.2	6.8	13.1	9.3	6.8	9.2
\$100,000- \$149,999	11.8	0.0	11.8	9.7	0.0	9.7
Over \$150,000	15.2	0.0	15.2	9.7	0.0	9.7
Income not Known	8.8	2.8	7.3	6.8	2.1	5.6
Total	11.0	6.3	9.7	7.8	4.2	6.8

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

MTC

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	4.4	4.0	4.2	3.4	2.7	3.0
\$25,000-\$34,999	5.4	6.5	6.0	4.1	4.7	4.4
\$35,000-\$49,999	9.6	5.3	7.5	7.3	4.0	5.7
\$50,000-\$74,999	9.9	5.5	8.3	8.2	4.3	6.7
\$75,000-\$99,999	12.4	7.3	11.1	10.1	5.5	9.0
\$100,000- \$149,999	11.4	6.3	10.4	8.5	4.8	7.7
Over \$150,000	11.3	4.8	10.7	9.4	3.5	8.8
Income not Known	8.2	5.4	7.2	6.7	4.0	5.8
Total	9.9	5.4	8.3	7.9	4.0	6.5

Rural

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	6.9	5.3	6.2	4.8	3.7	4.3
\$25,000-\$34,999	11.1	11.0	11.1	8.3	9.1	8.5
\$35,000-\$49,999	12.3	9.1	11.8	8.9	6.8	8.6
\$50,000-\$74,999	11.9	6.0	11.5	9.3	5.3	9.0
\$75,000-\$99,999	11.4	8.9	11.1	9.2	8.5	9.1
\$100,000- \$149,999	11.1	10.0	11.1	9.3	10.0	9.3
Over \$150,000	11.1	0.6	10.0	8.5	0.6	7.7
Income not Known	8.2	4.9	7.7	6.8	4.1	6.3
Total	9.9	6.4	9.1	7.5	4.8	6.9

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

SACOG

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	10.3	4.3	7.1	3.8	2.8	3.3
\$25,000-\$34,999	9.0	5.6	7.5	6.8	4.6	5.8
\$35,000-\$49,999	10.3	6.3	8.9	7.9	5.0	6.9
\$50,000-\$74,999	9.1	9.5	9.2	6.9	7.1	6.9
\$75,000-\$99,999	10.1	7.2	9.7	7.7	6.3	7.5
\$100,000- \$149,999	11.5	6.3	11.1	9.2	4.6	8.8
Over \$150,000	8.6	0.0	8.6	7.1	0.0	7.1
Income not Known	8.6	4.4	7.6	6.9	3.0	5.9
Total	9.7	5.6	8.5	6.9	4.1	6.0

San Diego

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	5.3	4.2	4.5	4.1	3.3	3.5
\$25,000-\$34,999	6.2	6.0	6.1	4.9	4.5	4.7
\$35,000-\$49,999	9.0	5.8	7.5	7.0	5.1	6.1
\$50,000-\$74,999	10.7	7.2	9.4	7.8	5.5	6.9
\$75,000-\$99,999	11.0	10.5	10.8	8.6	8.3	8.5
\$100,000- \$149,999	10.9	7.8	10.6	9.0	6.1	8.7
Over \$150,000	8.3	4.1	7.9	6.9	4.1	6.6
Income not Known	8.8	3.3	7.0	7.1	2.8	5.7
Total	9.3	5.7	7.9	7.3	4.5	6.2

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

San Joaquin

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	5.8	3.1	4.4	3.1	1.6	2.4
\$25,000-\$34,999	7.4	6.0	6.7	5.3	3.8	4.6
\$35,000-\$49,999	7.7	6.1	7.1	5.9	5.0	5.5
\$50,000-\$74,999	9.2	5.2	8.6	7.4	4.6	7.0
\$75,000-\$99,999	12.1	5.8	11.3	9.4	5.3	8.9
\$100,000- \$149,999	11.4	19.3	11.6	8.7	19.3	8.8
Over \$150,000	10.8	5.9	9.8	9.6	2.8	8.3
Income not Known	7.3	2.5	5.6	5.5	1.9	4.2
Total	8.8	4.5	7.5	6.6	3.1	5.5

San Luis Obispo

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	3.5	5.2	4.4	2.9	3.8	3.3
\$25,000-\$34,999	8.6	7.0	8.0	6.6	5.7	6.2
\$35,000-\$49,999	12.0	9.5	11.3	8.8	7.0	8.3
\$50,000-\$74,999	11.0	8.7	10.5	8.7	7.3	8.4
\$75,000-\$99,999	10.5	14.1	10.7	7.9	11.2	8.1
\$100,000- \$149,999	13.1	13.5	13.1	9.5	7.9	9.4
Over \$150,000	12.3	0.0	12.3	9.2	0.0	9.2
Income not Known	7.6	8.1	7.7	6.0	6.8	6.2
Total	9.5	7.1	8.8	7.3	5.5	6.7

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

Santa Barbara

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	8.2	3.7	5.5	6.1	2.4	3.9
\$25,000-\$34,999	10.2	6.3	8.3	7.5	4.8	6.2
\$35,000-\$49,999	10.0	5.8	8.6	8.3	5.1	7.3
\$50,000-\$74,999	12.3	7.7	10.9	9.0	5.9	8.1
\$75,000-\$99,999	11.0	7.8	10.7	8.4	5.5	8.1
\$100,000- \$149,999	13.3	8.9	12.6	10.0	7.1	9.5
Over \$150,000	13.8	6.7	13.1	10.0	5.8	9.6
Income not Known	8.2	5.4	7.4	6.6	4.7	6.1
Total	10.8	5.5	9.1	8.2	4.2	6.9

SCAG

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	5.3	4.8	5.0	3.6	2.7	3.1
\$25,000-\$34,999	8.2	6.9	7.6	5.7	4.5	5.1
\$35,000-\$49,999	9.7	7.2	8.8	7.2	5.5	6.6
\$50,000-\$74,999	9.1	6.0	8.2	6.8	4.9	6.2
\$75,000-\$99,999	11.2	7.5	10.5	8.8	6.7	8.4
\$100,000- \$149,999	10.7	7.5	10.1	8.5	6.3	8.1
Over \$150,000	10.5	7.6	10.1	8.7	7.1	8.5
Income not Known	8.0	4.1	6.6	6.0	2.8	4.9
Total	8.8	5.6	7.6	6.6	3.9	5.6

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

Shasta

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	5.6	9.4	7.5	4.7	7.0	5.9
\$25,000-\$34,999	8.7	7.3	8.4	7.0	6.9	7.0
\$35,000-\$49,999	9.5	7.6	9.2	7.0	6.7	6.9
\$50,000-\$74,999	9.0	5.8	8.7	6.8	5.4	6.6
\$75,000-\$99,999	9.8	15.0	9.9	7.7	15.0	7.9
\$100,000-\$149,999	10.2	0.0	10.2	8.2	0.0	8.2
Over \$150,000	15.5	0.0	15.5	13.0	0.0	13.0
Income not Known	5.9	5.5	5.8	5.1	4.0	4.8
Total	8.3	8.6	8.4	6.5	6.8	6.6

Stanislaus

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	3.8	4.0	3.9	2.4	2.6	2.5
\$25,000-\$34,999	7.7	4.5	6.7	6.0	3.4	5.1
\$35,000-\$49,999	7.8	8.0	7.8	6.3	4.7	5.9
\$50,000-\$74,999	8.6	3.9	8.1	6.1	3.6	5.8
\$75,000-\$99,999	10.1	0.0	9.7	8.0	0.0	7.7
\$100,000-\$149,999	10.5	0.0	10.5	8.6	0.0	8.6
Over \$150,000	9.8	0.0	9.8	8.9	0.0	8.9
Income not Known	7.2	1.3	6.5	6.5	1.3	5.9
Total	7.7	4.4	6.9	6.0	3.0	5.2

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

Table 14 - 2000-2001 WEEKDAY PERSON* AND VEHICLE DRIVER TRIPS PER
HOUSEHOLD By Region, Household Income, Housing Unit Type**

Tulare

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	15.2	4.8	11.6	6.5	2.8	5.2
\$25,000-\$34,999	10.5	10.9	10.6	7.5	7.2	7.4
\$35,000-\$49,999	12.0	10.0	11.8	8.3	9.2	8.4
\$50,000-\$74,999	13.4	11.7	13.3	9.0	8.1	8.9
\$75,000-\$99,999	13.0	7.0	12.4	10.0	7.0	9.7
\$100,000-\$149,999	11.3	0.0	11.3	10.0	0.0	10.0
Over \$150,000	10.4	0.0	10.4	8.6	0.0	8.6
Income not Known	7.5	3.5	5.4	6.0	0.1	2.9
Total	12.9	5.8	11.0	7.7	3.3	6.6

Western Slope/Sierra Nevada

Household Income***	Person Trips / Household			Driver Trips / Household		
	Housing Unit Type		Total	Housing Unit Type		Total
	Single	Multiple		Single	Multiple	
Under \$25,000	4.5	4.6	4.6	4.0	3.0	3.6
\$25,000-\$34,999	9.2	3.4	8.3	6.8	3.2	6.2
\$35,000-\$49,999	10.1	5.7	9.5	8.1	4.5	7.6
\$50,000-\$74,999	9.6	13.1	9.7	7.2	10.1	7.3
\$75,000-\$99,999	10.1	0.0	10.1	7.5	0.0	7.5
\$100,000-\$149,999	8.9	8.8	8.9	6.7	4.9	6.6
Over \$150,000	7.1	0.0	7.1	5.2	0.0	5.2
Income not Known	7.1	4.7	6.8	5.6	3.3	5.3
Total	8.3	5.0	7.7	6.4	3.5	5.9

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode trips

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips

***Note that 13% of sample households statewide did not answer the household income question.

**Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit**

California

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	
	Single	Multiple	
Under \$25,000	2.9	3.0	2.9
\$25,000-\$34,999	3.3	3.4	3.3
\$35,000-\$49,999	3.7	3.4	3.6
\$50,000-\$74,999	3.1	3.1	3.1
\$75,000-\$99,999	3.4	3.7	3.4
\$100,000-\$149,999	3.3	3.0	3.3
Over \$150,000	3.0	2.7	3.0
Not Known	3.0	2.5	2.9
Total	3.2	3.1	3.2

AMBAG

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	
	Single	Multiple	
Under \$25,000	2.7	2.7	2.7
\$25,000-\$34,999	4.0	2.7	3.5
\$35,000-\$49,999	4.0	3.7	3.9
\$50,000-\$74,999	3.1	2.7	3.0
\$75,000-\$99,999	3.6	3.6	3.6
\$100,000-\$149,999	3.7	1.7	3.4
Over \$150,000	3.0	0.0	2.9
Not Known	3.1	2.4	3.0
Total	3.4	2.8	3.2

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit

Butte

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.3	2.9	2.6
\$25,000-\$34,999	4.9	3.0	4.3
\$35,000-\$49,999	3.7	3.7	3.7
\$50,000-\$74,999	3.6	4.8	3.7
\$75,000-\$99,999	3.5	0.0	3.5
\$100,000-\$149,999	4.1	0.0	4.1
Over \$150,000	4.0	0.0	4.0
Not Known	3.3	3.1	3.3
Total	3.6	3.1	3.5

Fresno

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.3	2.6	2.4
\$25,000-\$34,999	2.7	3.3	2.9
\$35,000-\$49,999	2.4	3.0	2.5
\$50,000-\$74,999	3.3	2.2	3.1
\$75,000-\$99,999	2.7	4.9	2.7
\$100,000-\$149,999	4.1	0.0	4.1
Over \$150,000	2.3	0.0	2.2
Not Known	2.6	2.6	2.6
Total	2.8	2.7	2.8

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit**

Kern

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	3.8	2.3	3.3
\$25,000-\$34,999	3.0	2.6	2.9
\$35,000-\$49,999	4.4	2.6	3.9
\$50,000-\$74,999	3.2	2.2	3.0
\$75,000-\$99,999	3.6	0.6	3.5
\$100,000-\$149,999	3.4	1.5	3.0
Over \$150,000	2.6	2.6	2.6
Not Known	2.8	2.3	2.8
Total	3.4	2.3	3.2

Merced

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	3.4	2.9	3.3
\$25,000-\$34,999	3.7	5.8	4.0
\$35,000-\$49,999	4.3	4.7	4.4
\$50,000-\$74,999	3.8	3.6	3.8
\$75,000-\$99,999	4.0	3.4	4.0
\$100,000-\$149,999	3.4	0.0	3.4
Over \$150,000	2.2	0.0	2.2
Not Known	3.0	2.3	2.9
Total	3.5	3.7	3.5

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit

MTC

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.9	3.9	3.4
\$25,000-\$34,999	2.6	3.8	3.2
\$35,000-\$49,999	4.1	3.0	3.7
\$50,000-\$74,999	3.6	3.2	3.5
\$75,000-\$99,999	3.8	3.4	3.8
\$100,000-\$149,999	3.3	2.8	3.2
Over \$150,000	3.3	1.6	3.2
Not Known	3.1	2.9	3.0
Total	3.4	3.2	3.4

Rural

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	3.3	3.7	3.4
\$25,000-\$34,999	4.1	5.2	4.3
\$35,000-\$49,999	4.0	3.8	4.0
\$50,000-\$74,999	3.5	2.8	3.5
\$75,000-\$99,999	3.5	3.9	3.5
\$100,000-\$149,999	3.3	4.0	3.3
Over \$150,000	2.8	0.3	2.7
Not Known	3.3	2.8	3.2
Total	3.6	3.8	3.6

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit**

SACOG

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.9	3.0	3.0
\$25,000-\$34,999	3.9	3.9	3.9
\$35,000-\$49,999	3.9	3.3	3.7
\$50,000-\$74,999	2.9	3.8	3.1
\$75,000-\$99,999	3.0	3.1	3.0
\$100,000-\$149,999	3.5	2.6	3.4
Over \$150,000	2.4	0.0	2.4
Not Known	3.5	3.1	3.5
Total	3.2	3.3	3.2

San Diego

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	3.0	3.6	3.4
\$25,000-\$34,999	2.7	3.1	3.0
\$35,000-\$49,999	3.4	3.2	3.3
\$50,000-\$74,999	3.3	3.2	3.3
\$75,000-\$99,999	3.2	3.9	3.4
\$100,000-\$149,999	3.4	3.1	3.4
Over \$150,000	2.4	2.5	2.5
Not Known	2.8	2.1	2.7
Total	3.1	3.2	3.1

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit**

San Joaquin

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.3	2.1	2.2
\$25,000-\$34,999	2.9	3.4	3.1
\$35,000-\$49,999	3.1	3.2	3.2
\$50,000-\$74,999	3.2	2.3	3.1
\$75,000-\$99,999	3.2	2.6	3.1
\$100,000-\$149,999	3.2	9.7	3.3
Over \$150,000	3.2	1.1	2.9
Not Known	2.7	2.0	2.6
Total	3.0	2.6	2.9

San Luis Obispo

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.2	3.2	2.7
\$25,000-\$34,999	3.3	3.8	3.5
\$35,000-\$49,999	4.0	4.4	4.1
\$50,000-\$74,999	3.4	3.8	3.5
\$75,000-\$99,999	3.2	4.9	3.3
\$100,000-\$149,999	3.3	4.0	3.3
Over \$150,000	3.2	0.0	3.2
Not Known	2.8	4.8	3.1
Total	3.3	3.8	3.4

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit**

Santa Barbara

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	3.8	2.3	3.0
\$25,000-\$34,999	3.9	4.0	3.9
\$35,000-\$49,999	3.8	3.1	3.6
\$50,000-\$74,999	3.8	3.7	3.8
\$75,000-\$99,999	2.9	2.3	2.8
\$100,000-\$149,999	3.9	4.1	3.9
Over \$150,000	4.2	1.6	3.8
Not Known	3.0	2.6	2.9
Total	3.5	2.9	3.4

SCAG

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.8	2.8	2.8
\$25,000-\$34,999	3.2	3.3	3.2
\$35,000-\$49,999	3.6	3.4	3.5
\$50,000-\$74,999	2.9	3.0	2.9
\$75,000-\$99,999	3.4	3.9	3.4
\$100,000-\$149,999	3.2	3.2	3.2
Over \$150,000	3.0	3.5	3.0
Not Known	2.9	2.3	2.8
Total	3.1	3.0	3.1

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit**

Shasta

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	3.0	5.8	4.2
\$25,000-\$34,999	3.5	3.9	3.5
\$35,000-\$49,999	2.7	4.0	2.8
\$50,000-\$74,999	2.7	2.5	2.7
\$75,000-\$99,999	2.9	15.0	3.0
\$100,000-\$149,999	2.8	0.0	2.8
Over \$150,000	4.0	0.0	4.0
Not Known	2.5	2.7	2.6
Total	2.9	4.9	3.3

Stanislaus

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.2	2.5	2.3
\$25,000-\$34,999	3.1	2.9	3.1
\$35,000-\$49,999	3.2	3.2	3.2
\$50,000-\$74,999	2.5	2.1	2.5
\$75,000-\$99,999	3.0	0.0	2.9
\$100,000-\$149,999	3.4	0.0	3.4
Over \$150,000	4.1	0.0	4.1
Not Known	3.0	1.4	2.9
Total	2.9	2.6	2.9

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

Table 15 - 2000-2001 WEEKDAY DRIVER TRIPS* PER VEHICLE
By Region, Household Income, and Housing Unit

Tulare

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	3.5	3.3	3.5
\$25,000-\$34,999	4.2	5.8	4.6
\$35,000-\$49,999	3.9	3.6	3.8
\$50,000-\$74,999	3.9	3.9	3.9
\$75,000-\$99,999	3.8	4.2	3.8
\$100,000-\$149,999	3.9	0.0	3.9
Over \$150,000	2.6	0.0	2.6
Not Known	3.3	0.6	3.1
Total	3.7	3.7	3.7

Western Slope/Sierra Nevada

Household Income	Driver Trips Per Vehicle		
	Housing Unit Type	Housing Unit Type	Total
	Single	Multiple	
Under \$25,000	2.6	2.7	2.6
\$25,000-\$34,999	3.0	2.3	3.0
\$35,000-\$49,999	3.3	2.7	3.3
\$50,000-\$74,999	2.8	6.2	2.9
\$75,000-\$99,999	2.7	0.0	2.7
\$100,000-\$149,999	2.4	1.6	2.4
Over \$150,000	1.6	0.0	1.6
Not Known	2.5	2.5	2.5
Total	2.7	2.7	2.7

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

California

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.2%	59.9%	34.5%	45.3%	57.2%	33.6%
Work	31.7%	15.1%	12.5%	14.1%	10.1%	19.4%
Shopping	17.0%	3.6%	19.3%	8.4%	3.7%	10.9%
Other	32.6%	12.8%	25.7%	23.5%	10.5%	23.0%
Serve Passenger/Change Travel	18.5%	8.6%	8.0%	8.8%	18.6%	13.1%
Total	33.1%	19.5%	10.9%	23.4%	13.1%	100.0%

AMBAG

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.1%	55.7%	30.4%	45.1%	61.8%	33.0%
Work	34.0%	19.8%	13.1%	12.3%	14.0%	21.3%
Shopping	16.5%	4.2%	20.8%	9.8%	3.9%	11.3%
Other	30.6%	12.2%	27.1%	22.9%	11.5%	22.2%
Serve Passenger/Change Travel	18.7%	8.2%	8.7%	9.9%	8.8%	12.1%
Total	32.6%	21.7%	11.7%	22.1%	12.0%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

Butte

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.1%	54.2%	31.8%	40.5%	48.6%	31.1%
Work	29.8%	19.6%	11.9%	12.2%	16.4%	19.4%
Shopping	21.3%	3.5%	20.5%	9.2%	2.3%	12.3%
Other	34.8%	12.2%	31.5%	29.8%	15.1%	26.3%
Serve Passenger/Change Travel	14.0%	10.5%	4.4%	8.3%	17.6%	11.0%
Total	29.8%	20.1%	12.2%	26.9%	11.0%	100.0%

Fresno

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.9%	67.1%	45.2%	51.9%	65.2%	37.6%
Work	36.5%	11.7%	9.3%	16.5%	11.6%	21.6%
Shopping	13.8%	1.6%	16.2%	5.8%	3.9%	8.5%
Other	23.9%	9.9%	21.5%	16.1%	8.0%	16.9%
Serve Passenger/Change Travel	24.8%	9.8%	7.9%	9.6%	11.3%	15.4%
Total	37.4%	21.9%	8.6%	16.7%	15.4%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

Kern

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.2%	63.8%	32.1%	47.4%	58.4%	34.6%
Work	37.8%	16.6%	9.9%	14.3%	10.9%	22.1%
Shopping	13.7%	3.7%	18.1%	8.1%	3.8%	9.5%
Other	29.6%	8.3%	31.8%	22.2%	9.1%	21.0%
Serve Passenger/Change Travel	18.6%	7.5%	8.2%	8.0%	17.8%	12.8%
Total	34.6%	22.2%	9.4%	21.2%	12.6%	100.0%

Merced

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.2%	63.7%	33.5%	43.1%	49.5%	33.4%
Work	37.0%	13.6%	15.0%	14.5%	13.4%	21.6%
Shopping	14.7%	2.7%	16.0%	8.5%	3.7%	9.3%
Other	29.1%	10.7%	26.2%	22.2%	12.0%	20.9%
Serve Passenger/Change Travel	19.0%	9.3%	9.3%	11.7%	21.3%	14.8%
Total	33.1%	21.6%	9.5%	21.3%	14.5%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

MTC

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.2%	54.1%	31.1%	44.6%	56.0%	32.1%
Work	30.9%	17.2%	17.0%	15.2%	11.3%	20.4%
Shopping	18.7%	5.8%	19.7%	8.4%	4.2%	12.0%
Other	33.7%	13.6%	24.2%	22.6%	12.4%	23.2%
Serve Passenger/Change Travel	16.6%	9.2%	8.1%	9.2%	16.2%	12.3%
Total	32.1%	20.6%	11.9%	23.1%	12.3%	100.0%

Rural

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.1%	50.5%	25.6%	42.7%	53.9%	30.8%
Work	32.0%	20.5%	14.6%	15.1%	12.8%	21.0%
Shopping	18.3%	4.5%	22.6%	9.5%	4.6%	12.1%
Other	33.3%	14.8%	30.1%	24.6%	13.8%	24.6%
Serve Passenger/Change Travel	16.3%	9.7%	6.9%	8.2%	14.9%	11.6%
Total	29.9%	20.9%	12.3%	25.1%	11.7%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

SACOG

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.1%	60.3%	39.1%	44.7%	58.3%	34.1%
Work	31.4%	16.5%	13.4%	14.5%	10.8%	19.9%
Shopping	19.4%	4.1%	16.8%	9.5%	5.2%	12.0%
Other	30.0%	10.9%	23.1%	22.6%	8.4%	20.9%
Serve Passenger/Change Travel	19.1%	8.2%	7.7%	8.7%	17.4%	13.1%
Total	33.3%	20.2%	12.1%	21.1%	13.3%	100.0%

San Diego

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.3%	53.0%	29.4%	46.9%	58.6%	32.6%
Work	29.4%	21.1%	14.9%	15.3%	9.7%	20.2%
Shopping	16.9%	4.6%	21.7%	9.0%	6.0%	11.7%
Other	33.7%	12.8%	27.0%	18.7%	10.8%	22.3%
Serve Passenger/Change Travel	19.7%	8.5%	7.0%	10.1%	14.9%	13.2%
Total	32.3%	20.0%	11.8%	22.5%	13.4%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

San Joaquin

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	62.2%	33.9%	47.3%	58.9%	34.7%	21.3% 10.9% 20.4% 12.7%
Work	37.7%	15.0%	11.5%	13.1%	10.7%	
Shopping	16.0%	4.0%	16.9%	10.2%	5.4%	
Other	29.2%	8.4%	26.5%	22.3%	9.2%	
Serve Passenger/Change Travel	17.1%	10.4%	11.3%	7.1%	15.7%	
Total	33.5%	21.9%	11.2%	20.7%	12.7%	100.0%

San Luis Obispo

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.2%	57.9%	26.7%	47.6%	61.7%	33.0%
Work	24.8%	17.2%	11.4%	11.7%	10.9%	16.8%
Shopping	18.8%	4.0%	24.8%	8.2%	2.4%	12.3%
Other	32.8%	13.0%	28.2%	22.3%	11.8%	23.5%
Serve Passenger/Change Travel	23.4%	7.9%	8.8%	10.2%	13.2%	14.4%
Total	33.1%	16.9%	12.6%	23.5%	13.9%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

Santa Barbara

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.4%	57.3%	29.5%	51.9%	55.6%	33.9%
Work	29.7%	15.9%	14.4%	14.3%	14.3%	19.8%
Shopping	16.6%	4.2%	16.8%	6.3%	4.9%	10.3%
Other	36.2%	14.0%	29.1%	19.4%	9.7%	23.7%
Serve Passenger/Change Travel	17.1%	8.5%	10.2%	8.1%	15.5%	12.3%
Total	33.3%	20.0%	10.4%	24.2%	12.1%	100.0%

SCAG

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.1%	64.4%	38.3%	45.0%	56.7%	34.4%
Work	32.2%	11.5%	9.6%	13.7%	8.8%	18.4%
Shopping	16.4%	2.5%	18.6%	7.8%	2.7%	10.1%
Other	33.0%	13.3%	25.3%	25.0%	10.0%	23.5%
Serve Passenger/Change Travel	18.4%	8.3%	8.2%	8.5%	21.8%	13.5%
Total	33.6%	18.4%	10.1%	24.4%	13.5%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

Shasta

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	54.4%	34.0%	41.8%	52.6%	31.7%	
Work	32.8%	24.6%	7.2%	14.8%	12.4%	21.3%
Shopping	15.7%	3.6%	27.9%	9.6%	4.7%	11.9%
Other	31.6%	9.9%	27.6%	28.8%	10.7%	23.4%
Serve Passenger/Change Travel	19.8%	7.5%	3.3%	5.0%	19.7%	11.7%
Total	31.4%	21.1%	11.9%	23.8%	11.8%	100.0%

Stanislaus

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.7%	61.6%	36.2%	53.3%	65.4%	36.7%
Work	38.8%	20.5%	12.7%	12.7%	11.5%	23.8%
Shopping	11.5%	1.1%	17.3%	8.2%	2.5%	7.7%
Other	30.9%	7.9%	24.2%	20.0%	6.7%	19.7%
Serve Passenger/Change Travel	18.1%	8.8%	9.6%	5.8%	14.1%	12.2%
Total	35.9%	23.7%	7.5%	20.4%	12.6%	100.0%

**Table 16a - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES By Region**

Tulare

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.3%	57.9%	33.5%	40.2%	54.2%	31.6%
Work	26.7%	22.1%	16.3%	10.6%	9.5%	18.6%
Shopping	19.0%	2.6%	13.0%	17.1%	6.9%	13.1%
Other	33.9%	9.9%	29.5%	24.7%	7.0%	23.2%
Serve Passenger/Change Travel	20.1%	7.5%	7.7%	7.4%	22.4%	13.5%
Total	32.3%	18.8%	13.1%	22.5%	13.2%	100.0%

Western Slope/Sierra Nevada

Trip Purpose From	Trip Purpose To (Percent)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	0.2%	60.8%	21.2%	44.5%	51.9%	31.4%
Work	29.0%	15.1%	13.7%	12.3%	12.9%	18.2%
Shopping	17.9%	4.2%	23.4%	11.3%	7.5%	13.3%
Other	36.9%	13.7%	35.1%	26.1%	12.7%	27.1%
Serve Passenger/Change Travel	16.0%	6.2%	6.5%	5.8%	14.9%	10.0%
Total	30.8%	18.1%	13.6%	27.4%	10.0%	100.0%

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

California

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	44,285	9,159,404	2,961,188	8,324,041	5,895,890	26,384,808
Work	8,229,691	2,315,370	1,070,411	2,589,229	1,037,328	15,242,029
Shopping	4,428,764	558,243	1,659,444	1,542,834	380,038	8,569,323
Other	8,480,677	1,955,695	2,208,120	4,312,187	1,080,416	18,037,095
Serve Passenger/Change Travel Mode	4,794,276	1,310,793	688,059	1,611,369	1,916,030	10,320,526
Total	25,977,693	15,299,505	8,587,223	18,379,660	10,309,701	78,553,782

AMBAG

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	555	194,050	57,068	160,377	119,284	531,334
Work	178,442	68,983	24,600	43,726	27,037	342,789
Shopping	86,596	14,485	39,103	34,879	7,553	182,616
Other	160,537	42,598	50,972	81,659	22,129	357,895
Serve Passenger/Change Travel Mode	98,097	28,445	16,289	35,288	17,004	195,122
Total	524,226	348,561	188,032	355,930	193,007	1,609,756

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

Butte

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/Change Travel Mode	Total From
Home	175	65,625	23,381	65,476	32,190	186,846
Work	53,437	23,779	8,742	19,659	10,875	116,492
Shopping	38,130	4,185	15,045	14,926	1,509	73,795
Other	62,323	14,784	23,116	48,067	10,002	158,291
Serve Passenger/Change Travel Mode	25,135	12,725	3,212	13,418	11,657	66,148
Total	179,200	121,098	73,496	161,546	66,232	601,572

Fresno

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/Change Travel Mode	Total From
Home	4,938	211,397	55,615	124,947	143,862	540,759
Work	196,444	36,815	11,416	39,731	25,517	309,923
Shopping	74,438	4,889	19,978	14,028	8,713	122,046
Other	128,629	31,175	26,458	38,812	17,744	242,818
Serve Passenger/Change Travel Mode	133,248	30,893	9,673	23,061	24,879	221,754
Total	537,697	315,169	123,140	240,579	220,714	1,437,300

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

Kern

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	996	191,639	41,103	136,096	99,920	469,754
Work	177,459	50,023	12,736	40,925	18,696	299,839
Shopping	64,350	11,120	23,128	23,381	6,472	128,451
Other	139,232	25,083	40,684	63,868	15,570	284,437
Serve Passenger/Change Travel Mode	87,568	22,646	10,441	22,834	30,508	173,997
Total	469,604	300,512	128,092	287,104	171,166	1,356,478

Merced

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	332	75,876	17,474	50,459	39,641	183,783
Work	67,530	16,172	7,813	16,974	10,694	119,182
Shopping	26,912	3,192	8,322	9,929	2,985	51,340
Other	53,061	12,688	13,650	25,997	9,629	115,025
Serve Passenger/Change Travel Mode	34,720	11,096	4,833	13,707	17,071	81,426
Total	182,556	119,023	52,091	117,066	80,021	550,757

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

MTC

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	7,256	1,596,774	526,964	1,473,492	981,415	4,585,902
Work	1,419,760	509,114	288,841	502,988	197,747	2,918,449
Shopping	856,935	171,404	333,459	278,229	73,010	1,713,036
Other	1,547,788	402,616	410,364	746,967	216,813	3,324,549
Serve Passenger/Change Travel Mode	762,598	271,922	136,930	304,254	284,778	1,760,482
Total	4,594,338	2,951,830	1,696,558	3,305,930	1,753,763	14,302,419

Rural

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	381	264,757	79,090	268,643	157,467	770,338
Work	240,107	107,718	45,156	94,936	37,517	525,434
Shopping	136,742	23,648	69,838	59,553	13,542	303,323
Other	249,527	77,610	92,900	154,794	40,248	615,077
Serve Passenger/Change Travel Mode	122,503	50,783	21,414	51,788	43,532	290,019
Total	749,260	524,515	308,397	629,714	292,305	2,504,191

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

SCAG

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	14,882	4,314,137	1,409,742	3,985,614	2,783,119	12,507,495
Work	3,928,849	766,838	354,360	1,212,953	431,218	6,694,218
Shopping	1,997,107	167,653	682,728	694,993	134,683	3,677,163
Other	4,028,420	891,092	930,644	2,213,036	489,671	8,552,863
Serve Passenger/Change Travel Mode	2,245,090	554,800	301,427	750,717	1,072,520	4,924,554
Total	12,214,348	6,694,519	3,678,901	8,857,313	4,911,211	36,356,292

San Diego

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	6,688	737,006	240,593	735,290	548,313	2,267,890
Work	661,065	292,875	122,139	239,111	90,661	1,405,852
Shopping	378,961	63,642	178,161	140,363	55,679	816,805
Other	756,088	178,169	221,198	293,370	101,204	1,550,030
Serve Passenger/Change Travel Mode	443,535	117,812	57,256	158,055	139,318	915,975
Total	2,246,336	1,389,505	819,347	1,566,189	935,174	6,956,552

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

San Joaquin

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	154,905	43,302	111,064	85,244	394,516	
Work	143,649	37,401	14,676	30,762	15,432	241,921
Shopping	60,862	9,886	21,576	24,070	7,854	124,249
Other	111,220	20,965	33,924	52,298	13,382	231,788
Serve Passenger/Change Travel Mode	65,266	25,765	14,413	16,788	22,788	145,020
Total	380,998	248,922	127,891	234,982	144,700	1,137,493

San Luis Obispo

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	1,826	284,114	98,145	325,037	249,300	958,422
Work	238,629	84,394	41,807	79,956	44,116	488,903
Shopping	180,371	19,561	91,211	55,867	9,841	356,852
Other	315,397	63,915	103,575	152,011	47,520	682,418
Serve Passenger/Change Travel Mode	224,389	38,504	32,372	69,926	53,172	418,364
Total	960,612	490,487	367,111	682,798	403,951	2,904,958

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

Santa Barbara

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	1,516	122,798	32,843	134,270	71,891	363,317
Work	106,140	34,167	16,048	37,055	18,545	211,954
Shopping	59,390	9,016	18,727	16,430	6,346	109,909
Other	129,164	30,103	32,405	50,089	12,546	254,306
Serve Passenger/Change Travel Model	60,899	18,249	11,423	20,947	20,063	131,582
Total	357,109	214,333	111,446	258,792	129,390	1,071,069

SCAG

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	14,882	4,314,137	1,409,742	3,985,614	2,783,119	12,507,495
Work	3,928,849	766,838	354,360	1,212,953	431,218	6,694,218
Shopping	1,997,107	167,653	682,728	694,993	134,683	3,677,163
Other	4,028,420	891,092	930,644	2,213,036	489,671	8,552,863
Serve Passenger/Change Travel Mode	2,245,090	554,800	301,427	750,717	1,072,520	4,924,554
Total	12,214,348	6,694,519	3,678,901	8,857,313	4,911,211	36,356,292

**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

Shasta

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home		56,217	19,861	48,656	30,358	155,092
Work	50,529	25,414	4,194	17,271	7,153	104,561
Shopping	24,199	3,702	16,263	11,199	2,692	58,055
Other	48,730	10,208	16,113	33,544	6,171	114,766
Serve Passenger/Change Travel Mode	30,558	7,752	1,900	5,860	11,353	57,423
Total	154,016	103,292	58,332	116,529	57,728	489,897

Stanislaus

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	2,200	126,616	23,475	94,407	71,320	318,016
Work	120,810	42,190	8,239	22,512	12,496	206,246
Shopping	35,828	2,355	11,181	14,514	2,681	66,559
Other	96,083	16,279	15,669	35,397	7,269	170,697
Serve Passenger/Change Travel Mode	56,338	17,974	6,230	10,265	15,347	106,154
Total	311,258	205,413	64,794	177,095	109,113	867,672

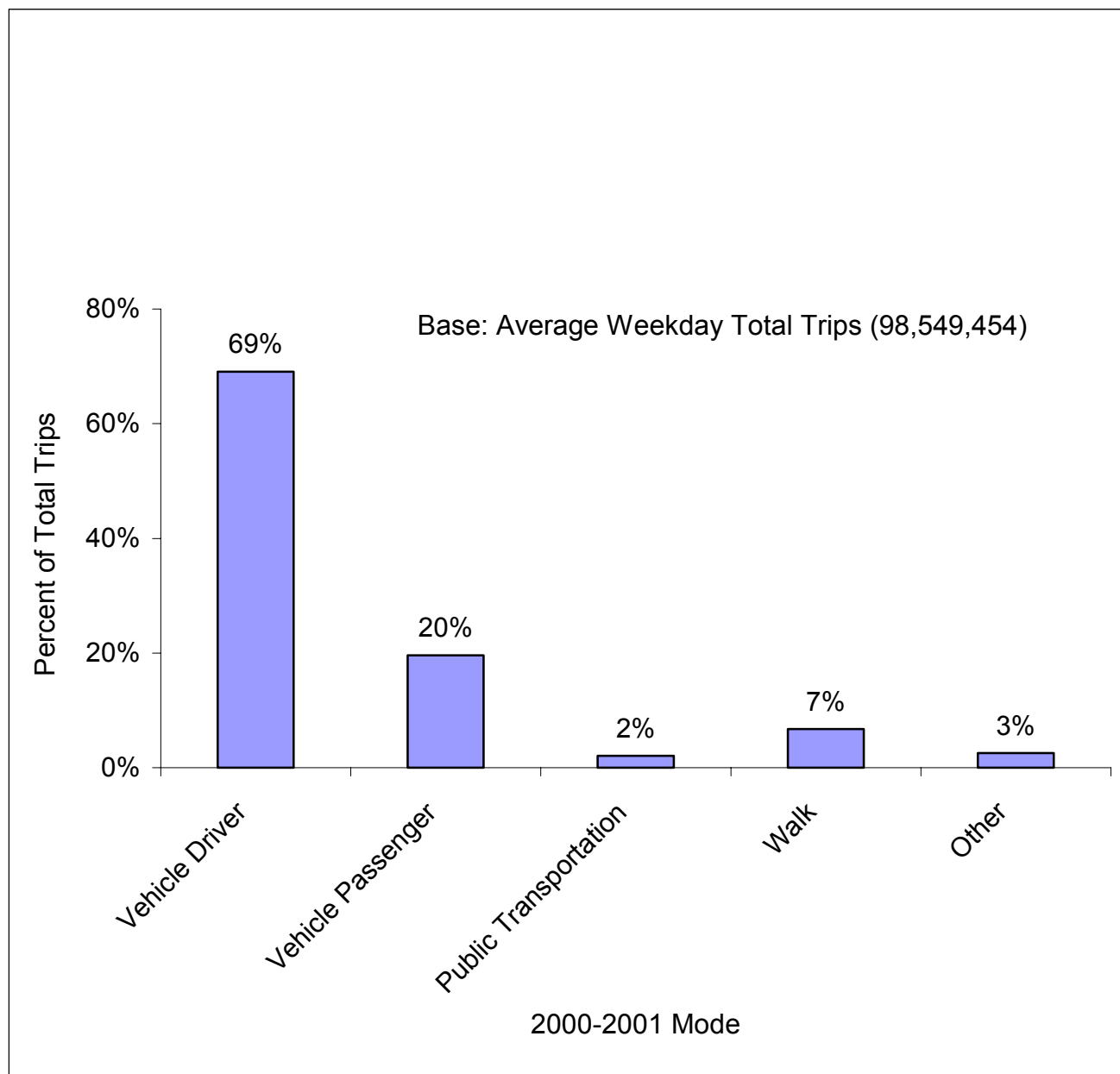
**Table 16b - 2000-2001 WEEKDAY UNLINKED DRIVER TRIP PURPOSE
INTERCHANGES (Frequency) By Region**

Tulare

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	1,048	108,732	43,761	90,467	71,588	315,595
Work	86,127	41,553	21,372	23,803	12,546	185,401
Shopping	61,126	4,829	16,975	38,370	9,088	130,389
Other	109,319	18,655	38,557	55,622	9,272	231,425
Serve Passenger/Change Travel Mode	64,703	14,134	10,112	16,573	29,619	135,141
Total	322,323	187,902	130,777	224,835	132,113	997,951

Western Slope/Sierra Nevada

Trip Purpose From	Trip Purpose To (Frequency)					
	Home	Work	Shopping	Other	Serve Passenger/ Change Travel Mode	Total From
Home	242	40,057	10,495	44,350	18,779	113,923
Work	32,513	9,963	6,810	12,239	4,678	66,202
Shopping	20,012	2,733	11,601	11,299	2,709	48,354
Other	41,322	8,994	17,398	26,051	4,597	98,362
Serve Passenger/Change Travel Mode	17,949	4,097	3,228	5,746	5,387	36,406
Total	112,038	65,843	49,533	99,684	36,149	363,247



**Figure 5 - Weekday by Mode of Travel
Percent Distribution (2000-2001 California)**

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED By
Particular Travel Mode and Group**

California

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	74,369,218	66.4%	64,339,111	65.3%
Truck Driver	902,039	0.8%	787,241	0.8%
Motorcycle Driver	167,098	0.1%	161,857	0.2%
Other	3,087,238	2.8%	2,764,905	2.8%
Vehicle Driver	78,525,593	70.1%	68,053,113	69.1%
Auto/PickUp/RV/Van Passenger	15,284,908	13.6%	14,147,249	14.4%
Truck Passenger	260,657	0.2%	231,391	0.2%
Taxi/Limo Passenger	184,418	0.2%	142,136	0.1%
Motorcycle Passenger	16,146	0.0%	16,146	0.0%
Other	4,923,294	4.4%	4,759,323	4.8%
Vehicle Passenger	20,669,422	18.4%	19,296,244	19.6%
Local Public Bus	1,612,002	1.4%	1,487,130	1.5%
Light Rail / Streetcar/Trolley	145,066	0.1%	120,242	0.1%
Metro BlueLine/GreenLine/RedLine	86,478	0.1%	72,871	0.1%
Dial-A-Ride / Paratransit	32,862	0.0%	31,438	0.0%
BART	200,578	0.2%	175,466	0.2%
CALTRAIN, AMTRAK,MetroLink	115,481	0.1%	102,132	0.1%
Local Public Transit	2,192,466	2.0%	1,989,278	2.0%
Intercity Bus	58,100	0.1%	41,859	0.0%
Commercial Airplane	52,525	0.0%	14,931	0.0%
InterCity Public Transportation	110,624	0.1%	56,790	0.1%
Private Airplane	3,313	0.0%	1,230	0.0%
School Bus	1,880,442	1.7%	1,631,408	1.7%
Bicycle	756,634	0.7%	722,644	0.7%
Walk	7,749,595	6.9%	6,645,528	6.7%
Other	183,772	0.2%	153,218	0.2%
Miscellaneous Modes	10,573,757	9.4%	9,154,029	9.3%
Grand Total	112,071,863	100.0%	98,549,454	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

AMBAG

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	1,530,081	69.2%	1,335,330	68.2%
Truck Driver	7,863	0.4%	7,520	0.4%
Motorcycle Driver	6,039	0.3%	6,039	0.3%
Other	65,773	3.0%	65,075	3.3%
Vehicle Driver	1,609,756	72.8%	1,413,964	72.2%
Auto/PickUp/RV/Van Passenger	298,776	13.5%	271,570	13.9%
Truck Passenger	851	0.0%	851	0.0%
Taxi/Limo Passenger	2,058	0.1%	2,058	0.1%
Motorcycle Passenger	321	0.0%	321	0.0%
Other	70,863	3.2%	73,074	3.7%
Vehicle Passenger	372,870	16.9%	347,874	17.8%
Local Public Bus	15,268	0.7%	14,157	0.7%
Light Rail / Streetcar/Trolley	980	0.0%	980	0.1%
Metro BlueLine/GreenLine/RedLine	1,240	0.1%	1,240	0.1%
Dial-A-Ride / Paratransit	0	0.0%	0	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	3,057	0.1%	2,675	0.1%
Local Public Transit	20,545	0.9%	19,052	1.0%
Intercity Bus	277	0.0%	0	0.0%
Commercial Airplane	850	0.0%	0	0.0%
InterCity Public Transportation	1,127	0.1%	0.0	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	36,823	1.7%	29,066	1.5%
Bicycle	50,025	2.3%	45,845	2.3%
Walk	116,933	5.3%	101,399	5.2%
Other	3,518	0.2%	1,671	0.1%
Miscellaneous Modes	207,297	9.4%	177,981	9.1%
Grand Total	2,211,596	100.0%	1,958,871	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Butte				
Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	574,736	65.7%	507,430	64.2%
Truck Driver	3,307	0.4%	3,052	0.4%
Motorcycle Driver	0	0.0%	0	0.0%
Other	23,529	2.7%	22,516	2.8%
Vehicle Driver	601,572	68.8%	532,997	67.4%
Auto/PickUp/RV/Van Passenger	167,564	19.2%	159,520	20.2%
Truck Passenger	663	0.1%	568	0.1%
Taxi/Limo Passenger	178	0.0%	178	0.0%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	31,622	3.6%	30,027	3.8%
Vehicle Passenger	200,026	22.9%	190,293	24.1%
Local Public Bus	7,320	0.8%	7,320	0.9%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	1,698	0.2%	1,698	0.2%
Dial-A-Ride / Paratransit	0	0.0%	0	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	216	0.0%	216	0.0%
Local Public Transit	9,234	1.1%	9,234	1.2%
Intercity Bus	2,582	0.3%	2,582	0.3%
Commercial Airplane	350	0.0%	194	0.0%
InterCity Public Transportation	2,932	0.3%	2,776	0.4%
Private Airplane	0	0.0%	0	0.0%
School Bus	3,329	0.4%	2,083	0.3%
Bicycle	17,005	1.9%	16,357	2.1%
Walk	40,582	4.6%	36,767	4.7%
Other	0	0.0%	0	0.0%
Miscellaneous Modes	60,915	7.0%	55,207	7.0%
Grand Total	874,680	100.0%	790,506	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Fresno

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	1,373,719	64.6%	1,154,410	62.4%
Truck Driver	5,272	0.2%	5,272	0.3%
Motorcycle Driver	620	0.0%	620	0.0%
Other	56,717	2.7%	50,908	2.8%
Vehicle Driver	1,436,328	67.6%	1,211,209	65.5%
Auto/PickUp/RV/Van Passenger	303,045	14.3%	287,975	15.6%
Truck Passenger	498	0.0%	498	0.0%
Taxi/Limo Passenger	0	0.0%	0	0.0%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	115,431	5.4%	113,289	6.1%
Vehicle Passenger	418,974	19.7%	401,762	21.7%
Local Public Bus	37,660	1.8%	29,375	1.6%
Light Rail / Streetcar/Trolley	429	0.0%	429	0.0%
Metro BlueLine/GreenLine/RedLine	0	0.0%	0	0.0%
Dial-A-Ride / Paratransit	0	0.0%	0	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	38,088	1.8%	29,804	1.6%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	534	0.0%	0	0.0%
InterCity Public Transportation	534	0.0%	0.0	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	57,142	2.7%	53,296	2.9%
Bicycle	16,103	0.8%	16,103	0.9%
Walk	157,942	7.4%	137,169	7.4%
Other	0	0.0%	0	0.0%
Miscellaneous Modes	231,187	10.9%	206,568	11.2%
Grand Total	2,125,111	100.0%	1,849,343	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Kern

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	1,288,264	66.6%	1,119,273	64.7%
Truck Driver	7,581	0.4%	7,581	0.4%
Motorcycle Driver	1,277	0.1%	1,277	0.1%
Other	58,685	3.0%	53,828	3.1%
Vehicle Driver	1,355,806	70.1%	1,181,958	68.4%
Auto/PickUp/RV/Van Passenger	255,797	13.2%	243,690	14.1%
Truck Passenger	0	0.0%	0	0.0%
Taxi/Limo Passenger	2,486	0.1%	2,124	0.1%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	107,108	5.5%	105,142	6.1%
Vehicle Passenger	365,391	18.9%	350,956	20.3%
Local Public Bus	24,001	1.2%	20,554	1.2%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	0	0.0%	0	0.0%
Dial-A-Ride / Paratransit	303	0.0%	303	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	684	0.0%	342	0.0%
Local Public Transit	24,988	1.3%	21,199	1.2%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	0	0.0%	0	0.0%
InterCity Public Transportation	0	0.0%	0	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	77,941	4.0%	74,922	4.3%
Bicycle	7,254	0.4%	6,701	0.4%
Walk	102,541	5.3%	93,210	5.4%
Other	0	0.0%	0	0.0%
Miscellaneous Modes	187,736	9.7%	174,833	10.1%
Grand Total	1,933,921	100.0%	1,728,946	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Merced				
Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	519,807	65.1%	442,349	62.6%
Truck Driver	3,813	0.5%	3,813	0.5%
Motorcycle Driver	2,441	0.3%	2,441	0.3%
Other	24,696	3.1%	22,080	3.1%
Vehicle Driver	550,757	69.0%	470,682	66.6%
Auto/PickUp/RV/Van Passenger	119,136	14.9%	109,367	15.5%
Truck Passenger	1,713	0.2%	1,713	0.2%
Taxi/Limo Passenger	0	0.0%	0	0.0%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	42,322	5.3%	41,127	5.8%
Vehicle Passenger	163,171	20.4%	152,206	21.5%
Local Public Bus	1,454	0.2%	1,454	0.2%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	52	0.0%	52	0.0%
Dial-A-Ride / Paratransit	204	0.0%	204	0.0%
BART	924	0.1%	924	0.1%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	2,634	0.3%	2,634	0.4%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	85	0.0%	85	0.0%
InterCity Public Transportation	85	0.0%	85	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	48,077	6.0%	48,077	6.8%
Bicycle	1,757	0.2%	1,666	0.2%
Walk	27,010	3.4%	26,143	3.7%
Other	4,989	0.6%	4,989	0.7%
Miscellaneous Modes	81,834	10.2%	80,876	11.4%
Grand Total	798,481	100.0%	706,484	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

MTC

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	13,675,550	67.8%	11,939,456	67.8%
Truck Driver	121,505	0.6%	108,951	0.6%
Motorcycle Driver	18,291	0.1%	18,291	0.1%
Other	479,807	2.4%	427,280	2.4%
Vehicle Driver	14,295,152	70.8%	12,493,978	71.0%
Auto/PickUp/RV/Van Passenger	2,161,768	10.7%	1,999,663	11.4%
Truck Passenger	33,904	0.2%	31,835	0.2%
Taxi/Limo Passenger	57,427	0.3%	42,743	0.2%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	727,149	3.6%	662,070	3.8%
Vehicle Passenger	2,980,248	14.8%	2,736,310	15.5%
Local Public Bus	338,273	1.7%	308,233	1.8%
Light Rail / Streetcar/Trolley	112,517	0.6%	94,649	0.5%
Metro BlueLine/GreenLine/RedLine	18,329	0.1%	18,329	0.1%
Dial-A-Ride / Paratransit	0	0.0%	0	0.0%
BART	198,983	1.0%	173,871	1.0%
CALTRAIN, AMTRAK,MetroLink	71,349	0.4%	66,897	0.4%
Local Public Transit	739,452	3.7%	661,980	3.8%
Intercity Bus	18,302	0.1%	6,887	0.0%
Commercial Airplane	10,443	0.1%	1,600	0.0%
InterCity Public Transportation	28,745	0.1%	8,486	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	81,982	0.4%	73,431	0.4%
Bicycle	166,213	0.8%	149,432	0.8%
Walk	1,853,794	9.2%	1,448,196	8.2%
Other	32,503	0.2%	28,654	0.2%
Miscellaneous Modes	2,134,492	10.6%	1,699,714	9.7%
Grand Total	20,178,089	100.0%	17,600,468	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Rural				
Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	2,377,496	69.5%	2,094,437	68.0%
Truck Driver	12,993	0.4%	12,298	0.4%
Motorcycle Driver	5,966	0.2%	4,695	0.2%
Other	105,348	3.1%	96,558	3.1%
Vehicle Driver	2,501,803	73.1%	2,207,988	71.6%
Auto/PickUp/RV/Van Passenger	454,179	13.3%	426,048	13.8%
Truck Passenger	2,347	0.1%	2,347	0.1%
Taxi/Limo Passenger	2,426	0.1%	2,331	0.1%
Motorcycle Passenger	3,496	0.1%	3,496	0.1%
Other	162,567	4.8%	159,436	5.2%
Vehicle Passenger	625,015	18.3%	593,658	19.3%
Local Public Bus	10,938	0.3%	10,276	0.3%
Light Rail / Streetcar/Trolley	325	0.0%	325	0.0%
Metro BlueLine/GreenLine/RedLine	0	0.0%	0	0.0%
Dial-A-Ride / Paratransit	5,340	0.2%	5,340	0.2%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	121	0.0%	121	0.0%
Local Public Transit	16,723	0.5%	16,062	0.5%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	476	0.0%	86	0.0%
InterCity Public Transportation	476	0.0%	86	0.0%
Private Airplane	140	0.0%	0	0.0%
School Bus	102,954	3.0%	97,620	3.2%
Bicycle	20,687	0.6%	20,571	0.7%
Walk	151,088	4.4%	143,533	4.7%
Other	2,360	0.1%	2,220	0.1%
Miscellaneous Modes	277,228	8.1%	263,943	8.6%
Grand Total	3,421,246	100.0%	3,081,737	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

SACOG

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	4,846,339	67.2%	4,184,911	65.4%
Truck Driver	57,237	0.8%	51,518	0.8%
Motorcycle Driver	14,021	0.2%	14,021	0.2%
Other	115,874	1.6%	107,450	1.7%
Vehicle Driver	5,033,470	69.8%	4,357,900	68.1%
Auto/PickUp/RV/Van Passenger	939,249	13.0%	854,326	13.4%
Truck Passenger	3,895	0.1%	3,895	0.1%
Taxi/Limo Passenger	2,491	0.0%	1,151	0.0%
Motorcycle Passenger	2,687	0.0%	2,687	0.0%
Other	405,535	5.6%	395,396	6.2%
Vehicle Passenger	1,353,857	18.8%	1,257,455	19.7%
Local Public Bus	418,768	5.8%	414,538	6.5%
Light Rail / Streetcar/Trolley	12,785	0.2%	11,861	0.2%
Metro BlueLine/GreenLine/RedLine	1,223	0.0%	1,223	0.0%
Dial-A-Ride / Paratransit	1,108	0.0%	1,108	0.0%
BART	447	0.0%	447	0.0%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	434,330	6.0%	429,176	6.7%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	2,121	0.0%	447	0.0%
InterCity Public Transportation	2,121	0.0%	447	0.0%
Private Airplane	2,775	0.0%	925	0.0%
School Bus	96,721	1.3%	88,392	1.4%
Bicycle	47,273	0.7%	44,628	0.7%
Walk	234,686	3.3%	213,245	3.3%
Other	5,012	0.1%	5,012	0.1%
Miscellaneous Modes	386,467	5.4%	352,202	5.5%
Grand Total	7,210,246	100.0%	6,397,180	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

San Diego

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	6,609,835	72.2%	5,694,823	71.2%
Truck Driver	50,945	0.6%	49,442	0.6%
Motorcycle Driver	22,218	0.2%	22,218	0.3%
Other	273,554	3.0%	254,831	3.2%
Vehicle Driver	6,956,552	76.0%	6,021,314	75.2%
Auto/PickUp/RV/Van Passenger	1,210,788	13.2%	1,114,619	13.9%
Truck Passenger	8,247	0.1%	8,247	0.1%
Taxi/Limo Passenger	19,392	0.2%	4,637	0.1%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	327,862	3.6%	322,216	4.0%
Vehicle Passenger	1,566,289	17.1%	1,449,719	18.1%
Local Public Bus	89,206	1.0%	67,863	0.8%
Light Rail / Streetcar/Trolley	14,790	0.2%	11,514	0.1%
Metro BlueLine/GreenLine/RedLine	5,123	0.1%	5,123	0.1%
Dial-A-Ride / Paratransit	5,078	0.1%	3,654	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK, MetroLink	3,276	0.0%	1,638	0.0%
Local Public Transit	117,472	1.3%	89,792	1.1%
Intercity Bus	2,076	0.0%	2,076	0.0%
Commercial Airplane	8,614	0.1%	3,303	0.0%
InterCity Public Transportation	10,690	0.1%	5,379	0.1%
Private Airplane	0	0.0%	0	0.0%
School Bus	67,294	0.7%	56,460	0.7%
Bicycle	36,684	0.4%	35,920	0.4%
Walk	390,405	4.3%	339,219	4.2%
Other	6,652	0.1%	4,726	0.1%
Miscellaneous Modes	501,035	5.5%	436,325	5.5%
Grand Total	9,152,038	100.0%	8,002,529	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

San Joaquin

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	1,090,836	68.3%	945,379	66.9%
Truck Driver	7,474	0.5%	7,474	0.5%
Motorcycle Driver	783	0.0%	783	0.1%
Other	38,401	2.4%	36,235	2.6%
Vehicle Driver	1,137,493	71.2%	989,871	70.0%
Auto/PickUp/RV/Van Passenger	217,931	13.6%	204,500	14.5%
Truck Passenger	0	0.0%	0	0.0%
Taxi/Limo Passenger	1,455	0.1%	1,455	0.1%
Motorcycle Passenger	529	0.0%	529	0.0%
Other	72,947	4.6%	70,346	5.0%
Vehicle Passenger	292,861	18.3%	276,829	19.6%
Local Public Bus	14,461	0.9%	13,417	0.9%
Light Rail / Streetcar/Trolley	654	0.0%	327	0.0%
Metro BlueLine/GreenLine/RedLine	3,624	0.2%	3,624	0.3%
Dial-A-Ride / Paratransit	1,616	0.1%	1,616	0.1%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	1,197	0.1%	870	0.1%
Local Public Transit	21,552	1.3%	19,853	1.4%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	350	0.0%	0	0.0%
InterCity Public Transportation	350	0.0%	0	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	52,309	3.3%	50,633	3.6%
Bicycle	5,196	0.3%	4,598	0.3%
Walk	85,419	5.4%	71,444	5.1%
Other	1,388	0.1%	408	0.0%
Miscellaneous Modes	144,312	9.0%	127,083	9.0%
Grand Total	1,596,568	100.0%	1,413,637	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

San Luis Obispo

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	2,797,625	68.9%	2,406,765	68.4%
Truck Driver	4,924	0.1%	4,924	0.1%
Motorcycle Driver	0	0.0%	0	0.0%
Other	102,410	2.5%	86,703	2.5%
Vehicle Driver	2,904,958	71.6%	2,498,392	71.1%
Auto/PickUp/RV/Van Passenger	585,768	14.4%	528,971	15.0%
Truck Passenger	0	0.0%	0	0.0%
Taxi/Limo Passenger	3,026	0.1%	3,026	0.1%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	171,077	4.2%	170,410	4.8%
Vehicle Passenger	759,871	18.7%	702,407	20.0%
Local Public Bus	23,926	0.6%	23,926	0.7%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	0	0.0%	0	0.0%
Dial-A-Ride / Paratransit	788	0.0%	788	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	24,714	0.6%	24,714	0.7%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	7,273	0.2%	1,513	0.0%
InterCity Public Transportation	7,273	0.2%	1,513	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	100,242	2.5%	50,450	1.4%
Bicycle	49,200	1.2%	48,143	1.4%
Walk	210,578	5.2%	188,853	5.4%
Other	1,694	0.0%	1,694	0.0%
Miscellaneous Modes	361,715	8.9%	289,140	8.2%
Grand Total	4,058,531	100.0%	3,516,166	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Santa Barbara

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	1,035,121	68.1%	907,713	66.8%
Truck Driver	7,404	0.5%	6,479	0.5%
Motorcycle Driver	2,368	0.2%	2,056	0.2%
Other	26,177	1.7%	24,204	1.8%
Vehicle Driver	1,071,069	70.5%	940,452	69.2%
Auto/PickUp/RV/Van Passenger	210,763	13.9%	196,570	14.5%
Truck Passenger	0	0.0%	0	0.0%
Taxi/Limo Passenger	2,070	0.1%	819	0.1%
Motorcycle Passenger	426	0.0%	426	0.0%
Other	55,126	3.6%	53,382	3.9%
Vehicle Passenger	268,384	17.7%	251,197	18.5%
Local Public Bus	14,447	1.0%	13,196	1.0%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	191	0.0%	0	0.0%
Dial-A-Ride / Paratransit	742	0.0%	742	0.1%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	15,379	1.0%	13,938	1.0%
Intercity Bus	201	0.0%	0	0.0%
Commercial Airplane	133	0.0%	133	0.0%
InterCity Public Transportation	334	0.0%	133	0.0%
Private Airplane	399	0.0%	305	0.0%
School Bus	29,208	1.9%	28,730	2.1%
Bicycle	22,338	1.5%	21,069	1.5%
Walk	109,735	7.2%	100,947	7.4%
Other	2,850	0.2%	2,850	0.2%
Miscellaneous Modes	164,528	10.8%	153,900	11.3%
Grand Total	1,519,695	100.0%	1,359,620	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

SCAG

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	34,097,080	64.4%	29,377,828	63.1%
Truck Driver	561,373	1.1%	474,458	1.0%
Motorcycle Driver	86,435	0.2%	82,775	0.2%
Other	1,607,634	3.0%	1,421,329	3.1%
Vehicle Driver	36,352,522	68.7%	31,356,391	67.4%
Auto/PickUp/RV/Van Passenger	7,602,922	14.4%	7,038,165	15.1%
Truck Passenger	197,348	0.4%	171,792	0.4%
Taxi/Limo Passenger	83,584	0.2%	74,360	0.2%
Motorcycle Passenger	8,687	0.0%	8,687	0.0%
Other	2,448,627	4.6%	2,383,284	5.1%
Vehicle Passenger	10,341,169	19.5%	9,676,288	20.8%
Local Public Bus	596,056	1.1%	546,513	1.2%
Light Rail / Streetcar/Trolley	2,429	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	54,802	0.1%	41,386	0.1%
Dial-A-Ride / Paratransit	16,884	0.0%	16,884	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK, MetroLink	34,964	0.1%	28,757	0.1%
Local Public Transit	705,135	1.3%	633,540	1.4%
Intercity Bus	31,456	0.1%	27,107	0.1%
Commercial Airplane	20,725	0.0%	7,398	0.0%
InterCity Public Transportation	52,181	0.1%	34,506	0.1%
Private Airplane	0	0.0%	0	0.0%
School Bus	1,009,371	1.9%	874,436	1.9%
Bicycle	282,189	0.5%	277,083	0.6%
Walk	4,082,904	7.7%	3,569,420	7.7%
Other	121,172	0.2%	99,413	0.2%
Miscellaneous Modes	5,495,636	10.4%	4,820,353	10.4%
Grand Total	52,946,643	100.0%	46,521,077	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Shasta

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	453,016	71.3%	395,021	70.3%
Truck Driver	18,216	2.9%	18,216	3.2%
Motorcycle Driver	1,000	0.2%	1,000	0.2%
Other	17,666	2.8%	15,522	2.8%
Vehicle Driver	489,897	77.1%	429,759	76.5%
Auto/PickUp/RV/Van Passenger	86,871	13.7%	79,310	14.1%
Truck Passenger	0	0.0%	0	0.0%
Taxi/Limo Passenger	423	0.1%	423	0.1%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	21,768	3.4%	21,150	3.8%
Vehicle Passenger	109,062	17.2%	100,882	18.0%
Local Public Bus	4,350	0.7%	2,057	0.4%
Light Rail / Streetcar/Trolley	158	0.0%	158	0.0%
Metro BlueLine/GreenLine/RedLine	0	0.0%	0	0.0%
Dial-A-Ride / Paratransit	0	0.0%	0	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	4,508	0.7%	2,215	0.4%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	137	0.0%	0	0.0%
InterCity Public Transportation	137	0.0%	0	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	13,513	2.1%	11,979	2.1%
Bicycle	3,438	0.5%	3,438	0.6%
Walk	14,561	2.3%	13,440	2.4%
Other	279	0.0%	279	0.0%
Miscellaneous Modes	31,790	5.0%	29,136	5.2%
Grand Total	635,394	100.0%	561,992	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Stanislaus

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	819,668	67.8%	714,392	67.0%
Truck Driver	9,735	0.8%	5,852	0.5%
Motorcycle Driver	2,606	0.2%	2,606	0.2%
Other	35,663	2.9%	34,525	3.2%
Vehicle Driver	867,672	71.7%	757,375	71.0%
Auto/PickUp/RV/Van Passenger	159,529	13.2%	145,139	13.6%
Truck Passenger	4,651	0.4%	4,282	0.4%
Taxi/Limo Passenger	1,312	0.1%	743	0.1%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	47,771	4.0%	48,271	4.5%
Vehicle Passenger	213,263	17.6%	198,435	18.6%
Local Public Bus	4,717	0.4%	3,705	0.3%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	0	0.0%	0	0.0%
Dial-A-Ride / Paratransit	0	0.0%	0	0.0%
BART	224	0.0%	224	0.0%
CALTRAIN, AMTRAK,MetroLink	615	0.1%	615	0.1%
Local Public Transit	5,556	0.5%	4,544	0.4%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	0	0.0%	0	0.0%
InterCity Public Transportation	0	0.0%	0	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	43,845	3.6%	33,995	3.2%
Bicycle	5,279	0.4%	5,096	0.5%
Walk	73,735	6.1%	67,246	6.3%
Other	0	0.0%	0	0.0%
Miscellaneous Modes	122,859	10.2%	106,338	10.0%
Grand Total	1,209,351	100.0%	1,066,691	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Tulare				
Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	939,691	54.8%	814,162	52.4%
Truck Driver	17,093	1.0%	15,197	1.0%
Motorcycle Driver	780	0.0%	780	0.1%
Other	39,974	2.3%	32,105	2.1%
Vehicle Driver	997,538	58.2%	862,244	55.5%
Auto/PickUp/RV/Van Passenger	434,399	25.3%	417,699	26.9%
Truck Passenger	3,814	0.2%	2,637	0.2%
Taxi/Limo Passenger	6,090	0.4%	6,090	0.4%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	104,649	6.1%	99,920	6.4%
Vehicle Passenger	548,952	32.0%	526,346	33.9%
Local Public Bus	10,822	0.6%	10,209	0.7%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	195	0.0%	195	0.0%
Dial-A-Ride / Paratransit	801	0.0%	801	0.1%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	11,818	0.7%	11,205	0.7%
Intercity Bus	3,207	0.2%	3,207	0.2%
Commercial Airplane	382	0.0%	173	0.0%
InterCity Public Transportation	3,589	0.2%	3,380	0.2%
Private Airplane	0	0.0%	0	0.0%
School Bus	42,435	2.5%	42,211	2.7%
Bicycle	24,872	1.5%	24,872	1.6%
Walk	85,178	5.0%	83,100	5.3%
Other	851	0.0%	851	0.1%
Miscellaneous Modes	153,337	8.9%	151,035	9.7%
Grand Total	1,715,234	100.0%	1,554,210	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

**Table 17a - 2000-2001 WEEKDAY UNLINKED AND LINKED TRIPS DISTRIBUTED
By Particular Travel Mode and Group**

Western Slope/Sierra Nevada

Mode¹	Number of Unlinked Trips*	Percent of Total Unlinked	Number of Linked Trips*	Percent of Total Linked
Auto/PickUp/RV/Van Driver	340,357	70.2%	305,433	69.4%
Truck Driver	5,304	1.1%	5,195	1.2%
Motorcycle Driver	2,256	0.5%	2,256	0.5%
Other	15,330	3.2%	13,755	3.1%
Vehicle Driver	363,247	74.9%	326,638	74.2%
Auto/PickUp/RV/Van Passenger	76,423	15.8%	70,118	15.9%
Truck Passenger	2,726	0.6%	2,726	0.6%
Taxi/Limo Passenger	0	0.0%	0	0.0%
Motorcycle Passenger	0	0.0%	0	0.0%
Other	10,869	2.2%	10,782	2.5%
Vehicle Passenger	90,018	18.6%	83,627	19.0%
Local Public Bus	336	0.1%	336	0.1%
Light Rail / Streetcar/Trolley	0	0.0%	0	0.0%
Metro BlueLine/GreenLine/RedLine	0	0.0%	0	0.0%
Dial-A-Ride / Paratransit	0	0.0%	0	0.0%
BART	0	0.0%	0	0.0%
CALTRAIN, AMTRAK,MetroLink	0	0.0%	0	0.0%
Local Public Transit	336	0.1%	336	0.1%
Intercity Bus	0	0.0%	0	0.0%
Commercial Airplane	51	0.0%	0	0.0%
InterCity Public Transportation	51	0.0%	0	0.0%
Private Airplane	0	0.0%	0	0.0%
School Bus	17,257	3.6%	15,627	3.6%
Bicycle	1,122	0.2%	1,122	0.3%
Walk	12,504	2.6%	12,195	2.8%
Other	504	0.1%	451	0.1%
Miscellaneous Modes	31,388	6.5%	29,396	6.7%
Grand Total	485,041	100.0%	439,997	100.0%

¹ Respondent's answer to retrieval question, "What was <THEIR> main means of travel to this place?"

* Expanded data/unadjusted for screenline counts.

T. Commuter's Home-to-Work Travel Mode Split

Figure 6 presents the weekday home-to-work mode split distribution in California. Table 17b also shows that for home-to-work trips in California, approximately 83% of the weekday commuters drove alone to work; while 10% carpooled or vanpooled; 3% used public transit, another 3% walked and 1.0% generally used other means of transportation to work. When displayed by the 7:00 a.m. to 9:00 a.m. commute period, 7.8% of the commuters carpooled or vanpooled, while 3.8% used public transit.

Table 17c presents actual numbers or frequencies of trips associated with the percentages shown in Table 17b.

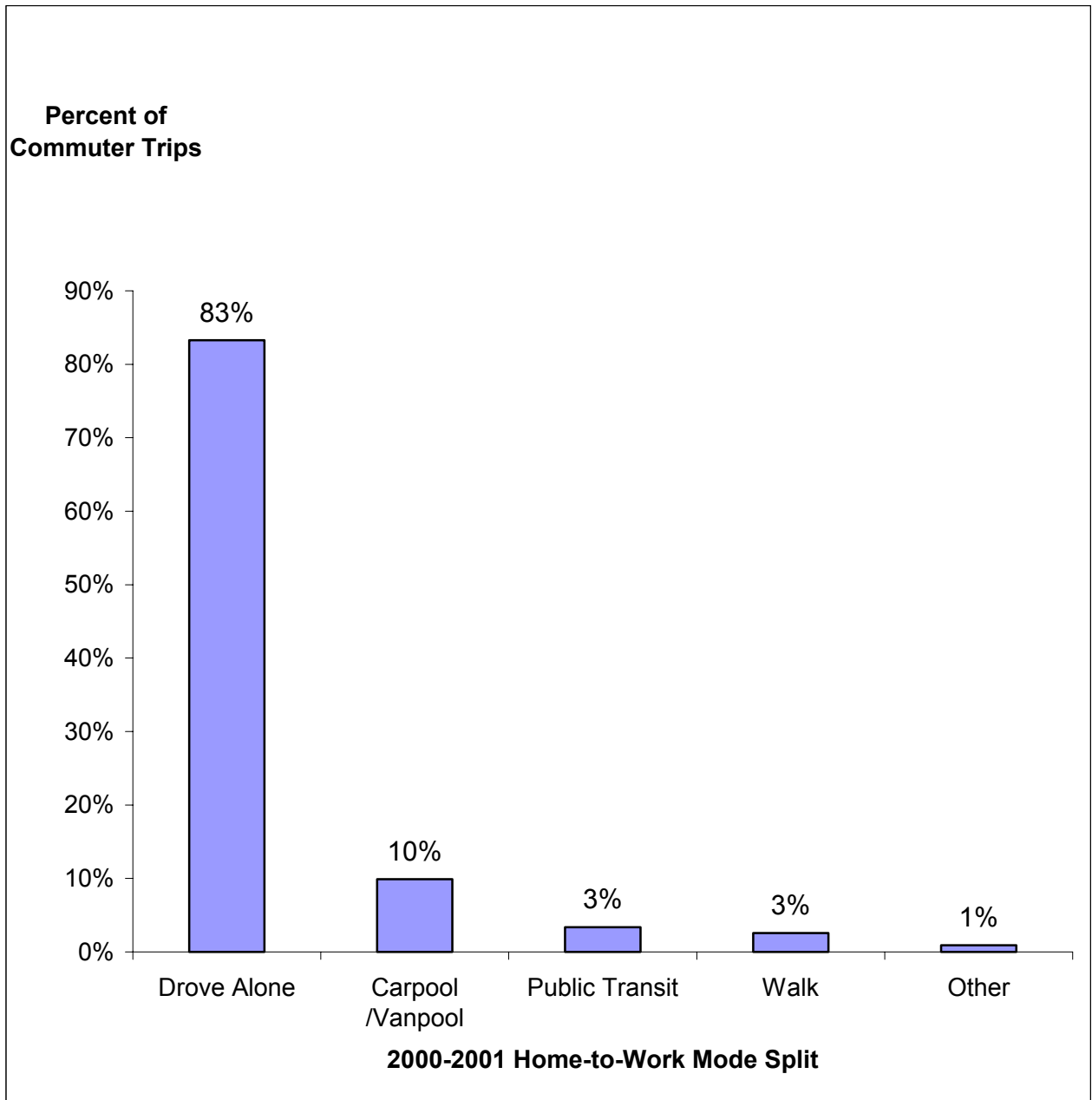
U. Driver Commute Trips and Transit Commute Trips by Hour of Trip Start

Table 18 isolates just the "home-work" trips, examining those made by people driving to and from work, as well as those made by people riding public transit to and from work. As shown, "home-work" trips are concentrated or "peaked" but for slightly different hours in some regions for drivers compared to public transit commuters. Transit commuters often peak in the preceding hour probably because transit trips take longer than automobile trips. Obviously, the scheduling of public transit service is also a factor. Public transit commuters tend to start their trips with "home" as a destination in the 4:00 p.m. hour, while auto drivers spread their peak hours for homebound trips across the 3:00 pm to 5:00 p.m. hours.

V. Driver Trips by Hour of Trip Start and Region

Figure 7 graphically shows the weekday driver trip distribution by hour of trip start for California. Table 19a presents person and driver trips by hour of trip start for average weekday travel in California. Hourly intervals were defined as midnight to 12:59 a.m., 1:00 a.m. to 1:59 a.m., 2:00 a.m. to 2:59 a.m., etc. The morning 6:00 to 8:59 a.m. traffic accounted for 18.5 percent of the driver trips on the average weekday, while the 3:00 to 5:59 p.m. traffic accounted for 23.9 percent of weekday driver trips.

Readers interested in corresponding driver trip data by hour of trip start and trip type distributions can find these breakdowns in Table 19b.



**Figure 6 - Weekday Commuters' Home-to-Work Travel Mode Split
Percent Distribution (2000-2001 California, 24 hour)**

**Table 17b - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE
SPLIT BY REGION (Percentages)
All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work**

California

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	83.3%	85.2%
Carpool /Vanpool	9.9%	7.8%
Public Transit	3.4%	3.8%
Walk	2.6%	2.4%
Bicycle	0.7%	0.6%
Other	0.2%	0.2%
Total	100.1%	100.0%

AMBAG

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	86.5%	91.3%
Carpool /Vanpool	8.1%	5.8%
Public Transit	1.1%	0.8%
Walk	2.9%	1.2%
Bicycle	1.2%	0.8%
Other	0.2%	0.0%
Total	100.0%	100.0%

Butte

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	79.1%	82.4%
Carpool /Vanpool	14.2%	13.1%
Public Transit	1.2%	2.0%
Walk	2.7%	1.0%
Bicycle	2.7%	1.5%
Other	0.0%	0.0%
Total	100.0%	100.0%

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

**Table 17b - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE
SPLIT BY REGION (Percentages)
All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work**

Fresno

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	86.8%	91.7%
Carpool /Vanpool	10.1%	6.4%
Public Transit	0.3%	0.5%
Walk	2.1%	1.5%
Bicycle	0.7%	0.0%
Other	0.0%	0.0%
Total	100.0%	100.0%

Kern

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	89.0%	89.0%
Carpool /Vanpool	9.6%	9.5%
Public Transit	0.2%	0.4%
Walk	0.4%	0.9%
Bicycle	0.7%	0.3%
Other	0.0%	0.0%
Total	100.0%	100.0%

Merced

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	86.6%	88.5%
Carpool /Vanpool	11.6%	11.3%
Public Transit	0.8%	0.2%
Walk	1.0%	0.0%
Bicycle	0.0%	0.0%
Other	0.0%	0.0%
Total	100.0%	100.0%

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

**Table 17b - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE
SPLIT BY REGION (Percentages)
All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work**

MTC

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	77.5%	79.2%
Carpool /Vanpool	8.8%	7.0%
Public Transit	8.9%	9.6%
Walk	3.4%	3.0%
Bicycle	0.8%	0.7%
Other	0.6%	0.6%
Total	100.0%	100.0%

Rural

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	85.0%	85.0%
Carpool /Vanpool	10.3%	10.9%
Public Transit	0.2%	0.3%
Walk	3.4%	2.9%
Bicycle	0.9%	0.8%
Other	0.2%	0.1%
Total	100.0%	100.0%

SACOG

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	86.9%	87.6%
Carpool /Vanpool	7.1%	3.7%
Public Transit	5.0%	7.9%
Walk	0.5%	0.5%
Bicycle	0.4%	0.3%
Other	0.1%	0.0%
Total	100.0%	100.0%

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

**Table 17b - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE
SPLIT BY REGION (Percentages)
All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work**

San Diego

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	86.2%	87.5%
Carpool /Vanpool	9.6%	7.5%
Public Transit	2.2%	2.7%
Walk	1.3%	0.9%
Bicycle	0.5%	1.0%
Other	0.2%	0.4%
Total	100.0%	100.0%

San Joaquin

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	89.2%	92.6%
Carpool /Vanpool	7.1%	4.8%
Public Transit	2.2%	1.9%
Walk	0.7%	0.5%
Bicycle	0.6%	0.2%
Other	0.3%	0.0%
Total	100.0%	100.0%

San Luis Obispo

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	87.3%	92.3%
Carpool /Vanpool	8.1%	4.2%
Public Transit	0.0%	0.0%
Walk	3.4%	2.4%
Bicycle	1.1%	1.0%
Other	0.0%	0.0%
Total	100.0%	100.0%

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

**Table 17b - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE
SPLIT BY REGION (Percentages)
All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work**

Santa Barbara

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	82.2%	85.9%
Carpool /Vanpool	9.4%	6.5%
Public Transit	1.5%	2.2%
Walk	5.1%	3.2%
Bicycle	1.6%	1.8%
Other	0.2%	0.3%
Total	100.0%	100.0%

SCAG

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	83.2%	85.9%
Carpool /Vanpool	11.0%	8.7%
Public Transit	2.2%	1.9%
Walk	2.8%	2.9%
Bicycle	0.6%	0.5%
Other	0.2%	0.1%
Total	100.0%	100.0%

Shasta

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	88.2%	94.6%
Carpool /Vanpool	9.3%	3.8%
Public Transit	0.0%	0.0%
Walk	1.3%	0.5%
Bicycle	0.7%	0.0%
Other	0.6%	1.0%
Total	100.0%	100.0%

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

**Table 17b - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE
SPLIT BY REGION (Percentages)
All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work**

Stanislaus

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	91.8%	94.5%
Carpool /Vanpool	5.4%	3.6%
Public Transit	0.2%	0.0%
Walk	2.5%	1.9%
Bicycle	0.1%	0.0%
Other	0.0%	0.0%
Total	100.0%	100.0%

Tulare

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	79.2%	67.7%
Carpool /Vanpool	15.8%	26.5%
Public Transit	0.6%	0.7%
Walk	0.8%	0.5%
Bicycle	1.3%	1.0%
Other	2.3%	3.6%
Total	100.0%	100.0%

Western Slope/Sierra Nevada

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	87.7%	90.4%
Carpool /Vanpool	9.8%	7.1%
Public Transit	0.0%	0.0%
Walk	2.1%	2.4%
Bicycle	0.4%	0.0%
Other	0.0%	0.0%
Total	100.0%	100.0%

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

Table 17c - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE SPLIT (Frequencies) All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work

California

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	17,148,820	4,536,343
Carpool /Vanpool	2,037,878	417,481
Public Transit	691,317	201,747
Walk	529,629	125,202
Bicycle	136,515	31,760
Other	51,363	13,113
Total	20,595,525	5,325,646

AMBAG

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	378,481	102,772
Carpool /Vanpool	35,572	6,559
Public Transit	4,689	926
Walk	12,816	1,404
Bicycle	5,192	879
Other	842	0
Total	437,593	112,540

Butte

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	117,174	33,870
Carpool /Vanpool	20,959	5,389
Public Transit	1,850	818
Walk	4,037	417
Bicycle	4,034	616
Other	0	0
Total	148,055	41,109

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

**Table 17c - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE
SPLIT**

All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work

Fresno

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	404,822	105,632
Carpool /Vanpool	46,967	7,319
Public Transit	1,497	534
Walk	9,885	1,684
Bicycle	3,301	0
Other	0	0
Total	466,471	115,169

Kern

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	360,562	80,615
Carpool /Vanpool	38,907	8,568
Public Transit	915	362
Walk	1,783	820
Bicycle	2,811	254
Other	0	0
Total	404,978	90,619

Merced

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	140,399	33,652
Carpool /Vanpool	18,743	4,305
Public Transit	1,287	61
Walk	1,680	0
Bicycle	0	0
Other	0	0
Total	162,110	38,019

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

Table 17c - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE SPLIT

All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work

MTC

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	3,041,378	912,295
Carpool /Vanpool	346,028	80,499
Public Transit	347,590	110,180
Walk	133,086	34,149
Bicycle	32,264	8,556
Other	21,808	6,373
Total	3,922,154	1,152,052

Rural

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	497,766	129,632
Carpool /Vanpool	60,165	16,664
Public Transit	1,426	389
Walk	19,712	4,465
Bicycle	5,327	1,186
Other	1,081	99
Total	585,477	152,435

SACOG

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	1,171,701	321,575
Carpool /Vanpool	95,974	13,682
Public Transit	67,550	28,977
Walk	6,843	1,788
Bicycle	4,832	1,271
Other	925	0
Total	1,347,825	367,292

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

Table 17c - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE SPLIT

All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work

San Diego

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	1,410,281	322,980
Carpool /Vanpool	156,204	27,645
Public Transit	36,617	9,808
Walk	21,307	3,345
Bicycle	8,333	3,750
Other	2,862	1,431
Total	1,635,604	368,958

San Joaquin

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	303,014	77,423
Carpool /Vanpool	24,048	4,042
Public Transit	7,421	1,582
Walk	2,419	433
Bicycle	1,887	155
Other	992	0
Total	339,781	83,634

San Luis Obispo

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	532,451	148,919
Carpool /Vanpool	49,364	6,844
Public Transit	0	0
Walk	20,885	3,871
Bicycle	7,004	1,633
Other	0	0
Total	609,704	161,266

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

Table 17c - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE SPLIT

All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work

Santa Barbara

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	228,207	71,506
Carpool /Vanpool	26,230	5,437
Public Transit	4,040	1,866
Walk	14,255	2,680
Bicycle	4,372	1,496
Other	474	237
Total	277,578	83,221

SCAG

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	7,951,825	2,027,947
Carpool /Vanpool	1,048,863	206,253
Public Transit	214,423	45,725
Walk	268,809	67,710
Bicycle	52,776	11,276
Other	16,537	2,052
Total	9,553,233	2,360,963

Shasta

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	105,120	31,701
Carpool /Vanpool	11,037	1,274
Public Transit	0	0
Walk	1,490	173
Bicycle	832	0
Other	702	351
Total	119,182	33,499

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

Table 17c - 2000-2001 WEEKDAY COMMUTERS' DIRECTIONAL TRAVEL MODE SPLIT

All Home-to-Work Trips and 7:00-9:00 a.m. Home-to-Work

Stanislaus

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	255,093	67,109
Carpool /Vanpool	15,105	2,577
Public Transit	615	0
Walk	6,981	1,347
Bicycle	183	0
Other	0	0
Total	277,977	71,033

Tulare

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	179,843	48,026
Carpool /Vanpool	35,815	18,801
Public Transit	1,396	519
Walk	1,912	356
Bicycle	3,052	689
Other	5,140	2,570
Total	227,157	70,960

Western Slope/Sierra Nevada

Travel Mode	All Home-to-Work Trips	7:00-9:00 AM Home-to-Work Commute Trips
Drove Alone	70,709	20,691
Carpool /Vanpool	7,899	1,625
Public Transit	0	0
Walk	1,726	560
Bicycle	314	0
Other	0	0
Total	80,647	22,875

Note: Drove alone includes auto, pickup, RV, Sport Utility Vehicle and van drivers only (no passengers) on home to work
Carpool/vanpool involved home to work trips with two or more persons in the vehicle
Public transit includes passengers on local public bus, dial-a-ride/paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green, Metro Red Line, BART, Metro link, CALTRAIN, and AMTRAK.
Other includes intercity bus, commercial and private airplane, moped/motorized, "Refused" and "Don't Know" answers.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME WORK
By Region and Hour of Trip Start**

California

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	65,148	0.3%	612	0.1%
1:00 AM	64,754	0.3%	0	0.0%
2:00 AM	38,015	0.2%	10,728	1.6%
3:00 AM	115,021	0.6%	0	0.0%
4:00 AM	323,199	1.7%	2,487	0.4%
5:00 AM	846,494	4.4%	48,132	7.0%
6:00 AM	1,828,467	9.5%	66,585	9.6%
7:00 AM	3,094,528	16.1%	125,054	18.1%
8:00 AM	1,580,515	8.2%	70,692	10.2%
9:00 AM	708,374	3.7%	19,535	2.8%
10:00 AM	455,199	2.4%	13,564	2.0%
11:00 AM	428,992	2.2%	8,798	1.3%
12:00 PM	689,204	3.6%	1,749	0.3%
1:00 PM	587,547	3.1%	13,112	1.9%
2:00 PM	812,626	4.2%	23,789	3.4%
3:00 PM	1,383,032	7.2%	55,939	8.1%
4:00 PM	1,644,062	8.6%	79,708	11.5%
5:00 PM	2,078,541	10.8%	78,886	11.4%
6:00 PM	1,013,203	5.3%	38,941	5.6%
7:00 PM	408,118	2.1%	23,404	3.4%
8:00 PM	326,047	1.7%	2,569	0.4%
9:00 PM	230,340	1.2%	2,634	0.4%
10:00 PM	279,007	1.5%	3,446	0.5%
11:00 PM	186,270	1.0%	952	0.1%
Totals	19,186,703	100.0%	691,317	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

AMBAG

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	1,558	0.4%	0	0.0%
1:00 AM	2,032	0.5%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	1,766	0.4%	0	0.0%
4:00 AM	4,373	1.1%	316	6.7%
5:00 AM	18,452	4.5%	1,059	22.6%
6:00 AM	32,477	7.8%	684	14.6%
7:00 AM	68,553	16.6%	212	4.5%
8:00 AM	33,225	8.0%	713	15.2%
9:00 AM	19,521	4.7%	0	0.0%
10:00 AM	7,520	1.8%	0	0.0%
11:00 AM	8,631	2.1%	0	0.0%
12:00 PM	13,408	3.2%	0	0.0%
1:00 PM	13,187	3.2%	284	6.1%
2:00 PM	21,370	5.2%	421	9.0%
3:00 PM	24,792	6.0%	241	5.1%
4:00 PM	36,904	8.9%	446	9.5%
5:00 PM	56,858	13.7%	313	6.7%
6:00 PM	23,385	5.6%	0	0.0%
7:00 PM	8,218	2.0%	0	0.0%
8:00 PM	6,631	1.6%	0	0.0%
9:00 PM	3,644	0.9%	0	0.0%
10:00 PM	4,202	1.0%	0	0.0%
11:00 PM	3,345	0.8%	0	0.0%
Totals	414,053	100.0%	4,689	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Butte

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	628	0.5%	0	0.0%
1:00 AM	0	0.0%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	1,507	1.1%	0	0.0%
4:00 AM	722	0.5%	0	0.0%
5:00 AM	3,887	2.8%	0	0.0%
6:00 AM	11,600	8.4%	293	15.8%
7:00 AM	28,675	20.8%	446	24.1%
8:00 AM	9,768	7.1%	372	20.1%
9:00 AM	3,298	2.4%	0	0.0%
10:00 AM	4,141	3.0%	0	0.0%
11:00 AM	4,717	3.4%	82	4.5%
12:00 PM	8,403	6.1%	0	0.0%
1:00 PM	5,833	4.2%	95	5.1%
2:00 PM	5,799	4.2%	0	0.0%
3:00 PM	8,607	6.2%	82	4.5%
4:00 PM	12,122	8.8%	249	13.5%
5:00 PM	14,454	10.5%	231	12.5%
6:00 PM	6,534	4.7%	0	0.0%
7:00 PM	2,532	1.8%	0	0.0%
8:00 PM	1,754	1.3%	0	0.0%
9:00 PM	1,054	0.8%	0	0.0%
10:00 PM	973	0.7%	0	0.0%
11:00 PM	1,124	0.8%	0	0.0%
Totals	138,133	100.0%	1,850	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Fresno

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	1,087	0.2%	0	0.0%
1:00 AM	877	0.2%	0	0.0%
2:00 AM	1,324	0.3%	0	0.0%
3:00 AM	518	0.1%	0	0.0%
4:00 AM	8,250	1.8%	0	0.0%
5:00 AM	18,051	4.0%	0	0.0%
6:00 AM	38,990	8.6%	0	0.0%
7:00 AM	82,809	18.3%	0	0.0%
8:00 AM	24,622	5.4%	534	35.7%
9:00 AM	17,072	3.8%	0	0.0%
10:00 AM	16,875	3.7%	0	0.0%
11:00 AM	12,740	2.8%	429	28.6%
12:00 PM	11,743	2.6%	0	0.0%
1:00 PM	15,074	3.3%	0	0.0%
2:00 PM	23,870	5.3%	534	35.7%
3:00 PM	29,305	6.5%	0	0.0%
4:00 PM	44,600	9.9%	0	0.0%
5:00 PM	49,228	10.9%	0	0.0%
6:00 PM	22,950	5.1%	0	0.0%
7:00 PM	8,607	1.9%	0	0.0%
8:00 PM	5,571	1.2%	0	0.0%
9:00 PM	6,726	1.5%	0	0.0%
10:00 PM	7,468	1.7%	0	0.0%
11:00 PM	3,432	0.8%	0	0.0%
Totals	451,788	100.0%	1,497	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Kern

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	0	0.0%	0	0.0%
1:00 AM	416	0.1%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	1,932	0.5%	0	0.0%
4:00 AM	7,788	1.9%	0	0.0%
5:00 AM	16,907	4.2%	0	0.0%
6:00 AM	44,936	11.2%	553	60.4%
7:00 AM	67,205	16.8%	362	39.6%
8:00 AM	18,170	4.5%	0	0.0%
9:00 AM	9,858	2.5%	0	0.0%
10:00 AM	7,801	2.0%	0	0.0%
11:00 AM	10,004	2.5%	0	0.0%
12:00 PM	23,449	5.9%	0	0.0%
1:00 PM	15,979	4.0%	0	0.0%
2:00 PM	12,229	3.1%	0	0.0%
3:00 PM	30,922	7.7%	0	0.0%
4:00 PM	43,322	10.8%	0	0.0%
5:00 PM	39,419	9.9%	0	0.0%
6:00 PM	18,584	4.7%	0	0.0%
7:00 PM	9,042	2.3%	0	0.0%
8:00 PM	4,189	1.0%	0	0.0%
9:00 PM	3,905	1.0%	0	0.0%
10:00 PM	12,190	3.1%	0	0.0%
11:00 PM	1,221	0.3%	0	0.0%
Totals	399,468	100.0%	915	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Merced

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	600	0.4%	0	0.0%
1:00 AM	60	0.0%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	2,391	1.5%	0	0.0%
4:00 AM	3,260	2.0%	0	0.0%
5:00 AM	6,752	4.2%	0	0.0%
6:00 AM	13,262	8.3%	462	35.9%
7:00 AM	27,062	17.0%	61	4.8%
8:00 AM	8,566	5.4%	0	0.0%
9:00 AM	7,571	4.8%	0	0.0%
10:00 AM	3,615	2.3%	302	23.4%
11:00 AM	4,691	2.9%	0	0.0%
12:00 PM	10,628	6.7%	0	0.0%
1:00 PM	6,904	4.3%	0	0.0%
2:00 PM	3,999	2.5%	462	35.9%
3:00 PM	12,000	7.5%	0	0.0%
4:00 PM	13,639	8.6%	0	0.0%
5:00 PM	15,942	10.0%	0	0.0%
6:00 PM	11,925	7.5%	0	0.0%
7:00 PM	2,478	1.6%	0	0.0%
8:00 PM	1,758	1.1%	0	0.0%
9:00 PM	823	0.5%	0	0.0%
10:00 PM	541	0.3%	0	0.0%
11:00 PM	676	0.4%	0	0.0%
Totals	159,142	100.0%	1,287	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

MTC

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	8,939	0.3%	0	0.0%
1:00 AM	3,372	0.1%	0	0.0%
2:00 AM	4,003	0.1%	7,676	2.2%
3:00 AM	14,455	0.4%	0	0.0%
4:00 AM	36,313	1.1%	0	0.0%
5:00 AM	112,567	3.3%	9,682	2.8%
6:00 AM	248,228	7.3%	32,671	9.4%
7:00 AM	570,944	16.9%	80,449	23.1%
8:00 AM	350,541	10.3%	24,089	6.9%
9:00 AM	162,371	4.8%	14,703	4.2%
10:00 AM	95,104	2.8%	5,451	1.6%
11:00 AM	60,733	1.8%	4,138	1.2%
12:00 PM	128,411	3.8%	1,224	0.4%
1:00 PM	84,777	2.5%	6,467	1.9%
2:00 PM	126,797	3.7%	12,577	3.6%
3:00 PM	205,741	6.1%	17,536	5.0%
4:00 PM	241,722	7.1%	41,618	12.0%
5:00 PM	408,781	12.1%	44,748	12.9%
6:00 PM	260,083	7.7%	24,971	7.2%
7:00 PM	76,093	2.2%	13,435	3.9%
8:00 PM	58,798	1.7%	2,569	0.7%
9:00 PM	43,742	1.3%	2,634	0.8%
10:00 PM	62,137	1.8%	0	0.0%
11:00 PM	22,755	0.7%	952	0.3%
Totals	3,387,406	100.0%	347,590	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Rural

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	1,984	0.4%	0	0.0%
1:00 AM	1,648	0.3%	0	0.0%
2:00 AM	200	0.0%	0	0.0%
3:00 AM	4,010	0.7%	0	0.0%
4:00 AM	5,276	0.9%	0	0.0%
5:00 AM	21,493	3.9%	0	0.0%
6:00 AM	44,938	8.1%	162	11.4%
7:00 AM	91,609	16.4%	108	7.6%
8:00 AM	49,168	8.8%	281	19.7%
9:00 AM	19,212	3.4%	0	0.0%
10:00 AM	10,938	2.0%	0	0.0%
11:00 AM	15,469	2.8%	0	0.0%
12:00 PM	37,106	6.7%	0	0.0%
1:00 PM	23,571	4.2%	604	42.4%
2:00 PM	25,546	4.6%	0	0.0%
3:00 PM	36,119	6.5%	108	7.6%
4:00 PM	48,473	8.7%	0	0.0%
5:00 PM	60,916	10.9%	162	11.4%
6:00 PM	24,538	4.4%	0	0.0%
7:00 PM	10,181	1.8%	0	0.0%
8:00 PM	6,810	1.2%	0	0.0%
9:00 PM	6,556	1.2%	0	0.0%
10:00 PM	6,885	1.2%	0	0.0%
11:00 PM	5,288	0.9%	0	0.0%
Totals	557,931	100.0%	1,426	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

SACOG

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	5,025	0.4%	612	0.9%
1:00 AM	3,699	0.3%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	11,617	0.9%	0	0.0%
4:00 AM	14,690	1.2%	0	0.0%
5:00 AM	43,201	3.4%	2,763	4.1%
6:00 AM	129,451	10.2%	3,537	5.2%
7:00 AM	217,513	17.2%	4,238	6.3%
8:00 AM	99,382	7.8%	24,739	36.6%
9:00 AM	46,065	3.6%	0	0.0%
10:00 AM	28,327	2.2%	0	0.0%
11:00 AM	27,529	2.2%	0	0.0%
12:00 PM	26,209	2.1%	0	0.0%
1:00 PM	47,542	3.8%	0	0.0%
2:00 PM	49,588	3.9%	3,031	4.5%
3:00 PM	90,716	7.2%	654	1.0%
4:00 PM	94,760	7.5%	24,734	36.6%
5:00 PM	165,373	13.0%	3,243	4.8%
6:00 PM	67,550	5.3%	0	0.0%
7:00 PM	32,383	2.6%	0	0.0%
8:00 PM	23,279	1.8%	0	0.0%
9:00 PM	13,541	1.1%	0	0.0%
10:00 PM	20,486	1.6%	0	0.0%
11:00 PM	9,750	0.8%	0	0.0%
Totals	1,267,675	100.0%	67,550	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

San Diego

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	9,572	0.6%	0	0.0%
1:00 AM	7,047	0.4%	0	0.0%
2:00 AM	1,630	0.1%	0	0.0%
3:00 AM	13,437	0.9%	0	0.0%
4:00 AM	13,251	0.8%	952	2.6%
5:00 AM	75,686	4.8%	3,722	10.2%
6:00 AM	194,584	12.4%	5,262	14.4%
7:00 AM	205,929	13.1%	6,587	18.0%
8:00 AM	130,334	8.3%	2,862	7.8%
9:00 AM	70,467	4.5%	1,846	5.0%
10:00 AM	27,831	1.8%	0	0.0%
11:00 AM	29,328	1.9%	1,704	4.7%
12:00 PM	41,408	2.6%	0	0.0%
1:00 PM	42,417	2.7%	0	0.0%
2:00 PM	71,936	4.6%	417	1.1%
3:00 PM	135,271	8.6%	5,112	14.0%
4:00 PM	139,342	8.9%	773	2.1%
5:00 PM	149,537	9.5%	5,278	14.4%
6:00 PM	98,060	6.3%	2,102	5.7%
7:00 PM	33,071	2.1%	0	0.0%
8:00 PM	26,130	1.7%	0	0.0%
9:00 PM	28,045	1.8%	0	0.0%
10:00 PM	14,319	0.9%	0	0.0%
11:00 PM	7,851	0.5%	0	0.0%
Totals	1,566,485	100.0%	36,617	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

San Joaquin

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	224	0.1%	0	0.0%
1:00 AM	727	0.2%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	7,583	2.3%	0	0.0%
4:00 AM	7,602	2.3%	0	0.0%
5:00 AM	21,172	6.5%	613	8.3%
6:00 AM	28,298	8.7%	810	10.9%
7:00 AM	53,065	16.2%	1,582	21.3%
8:00 AM	24,920	7.6%	0	0.0%
9:00 AM	7,277	2.2%	0	0.0%
10:00 AM	7,459	2.3%	0	0.0%
11:00 AM	6,997	2.1%	0	0.0%
12:00 PM	10,966	3.4%	167	2.3%
1:00 PM	8,953	2.7%	167	2.3%
2:00 PM	17,026	5.2%	0	0.0%
3:00 PM	24,432	7.5%	341	4.6%
4:00 PM	21,144	6.5%	1,409	19.0%
5:00 PM	38,920	11.9%	1,582	21.3%
6:00 PM	14,254	4.4%	0	0.0%
7:00 PM	7,310	2.2%	749	10.1%
8:00 PM	6,649	2.0%	0	0.0%
9:00 PM	6,444	2.0%	0	0.0%
10:00 PM	2,134	0.7%	0	0.0%
11:00 PM	3,509	1.1%	0	0.0%
Totals	327,062	100.0%	7,421	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

San Luis Obispo

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	2,008	0.3%	0	0.0%
1:00 AM	0	0.0%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	415	0.1%	0	0.0%
4:00 AM	4,421	0.8%	0	0.0%
5:00 AM	24,981	4.3%	0	0.0%
6:00 AM	52,147	9.0%	0	0.0%
7:00 AM	90,529	15.6%	0	0.0%
8:00 AM	55,718	9.6%	0	0.0%
9:00 AM	22,016	3.8%	0	0.0%
10:00 AM	18,918	3.3%	0	0.0%
11:00 AM	16,407	2.8%	0	0.0%
12:00 PM	24,224	4.2%	0	0.0%
1:00 PM	13,948	2.4%	0	0.0%
2:00 PM	23,060	4.0%	0	0.0%
3:00 PM	41,854	7.2%	0	0.0%
4:00 PM	56,477	9.7%	0	0.0%
5:00 PM	71,674	12.3%	0	0.0%
6:00 PM	17,472	3.0%	0	0.0%
7:00 PM	12,085	2.1%	0	0.0%
8:00 PM	12,039	2.1%	0	0.0%
9:00 PM	5,153	0.9%	0	0.0%
10:00 PM	9,887	1.7%	0	0.0%
11:00 PM	6,383	1.1%	0	0.0%
Totals	581,814	100.0%	0	0.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Santa Barbara

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	858	0.3%	0	0.0%
1:00 AM	0	0.0%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	1,260	0.5%	0	0.0%
4:00 AM	2,100	0.8%	0	0.0%
5:00 AM	5,260	2.1%	149	3.7%
6:00 AM	18,420	7.2%	620	15.4%
7:00 AM	41,409	16.3%	1,581	39.1%
8:00 AM	29,387	11.5%	285	7.1%
9:00 AM	12,035	4.7%	0	0.0%
10:00 AM	4,590	1.8%	0	0.0%
11:00 AM	6,027	2.4%	0	0.0%
12:00 PM	15,093	5.9%	0	0.0%
1:00 PM	8,977	3.5%	210	5.2%
2:00 PM	8,351	3.3%	413	10.2%
3:00 PM	14,771	5.8%	0	0.0%
4:00 PM	19,523	7.7%	324	8.0%
5:00 PM	34,376	13.5%	457	11.3%
6:00 PM	12,943	5.1%	0	0.0%
7:00 PM	6,580	2.6%	0	0.0%
8:00 PM	3,461	1.4%	0	0.0%
9:00 PM	4,500	1.8%	0	0.0%
10:00 PM	2,685	1.1%	0	0.0%
11:00 PM	1,830	0.7%	0	0.0%
Totals	254,437	100.0%	4,040	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

SCAG

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	30,552	0.3%	0	0.0%
1:00 AM	44,037	0.5%	0	0.0%
2:00 AM	30,263	0.3%	3,052	1.4%
3:00 AM	47,918	0.5%	0	0.0%
4:00 AM	199,241	2.2%	983	0.5%
5:00 AM	454,178	5.0%	30,144	14.1%
6:00 AM	910,695	10.1%	21,529	10.0%
7:00 AM	1,426,287	15.8%	29,297	13.7%
8:00 AM	687,270	7.6%	16,428	7.7%
9:00 AM	289,751	3.2%	2,986	1.4%
10:00 AM	210,571	2.3%	7,811	3.6%
11:00 AM	208,304	2.3%	2,444	1.1%
12:00 PM	310,618	3.5%	0	0.0%
1:00 PM	274,909	3.1%	5,286	2.5%
2:00 PM	397,460	4.4%	5,934	2.8%
3:00 PM	677,608	7.5%	31,865	14.9%
4:00 PM	810,612	9.0%	9,919	4.6%
5:00 PM	898,084	10.0%	22,353	10.4%
6:00 PM	406,343	4.5%	11,726	5.5%
7:00 PM	186,832	2.1%	9,220	4.3%
8:00 PM	160,991	1.8%	0	0.0%
9:00 PM	99,241	1.1%	0	0.0%
10:00 PM	126,124	1.4%	3,446	1.6%
11:00 PM	112,800	1.3%	0	0.0%
Totals	9,000,688	100.0%	214,423	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Shasta

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	0	0.0%	0	0.0%
1:00 AM	0	0.0%	0	0.0%
2:00 AM	155	0.1%	0	0.0%
3:00 AM	166	0.1%	0	0.0%
4:00 AM	5,340	4.6%	0	0.0%
5:00 AM	3,266	2.8%	0	0.0%
6:00 AM	9,609	8.3%	0	0.0%
7:00 AM	23,219	20.0%	0	0.0%
8:00 AM	9,050	7.8%	0	0.0%
9:00 AM	2,245	1.9%	0	0.0%
10:00 AM	1,967	1.7%	0	0.0%
11:00 AM	4,096	3.5%	0	0.0%
12:00 PM	3,033	2.6%	0	0.0%
1:00 PM	5,514	4.7%	0	0.0%
2:00 PM	3,849	3.3%	0	0.0%
3:00 PM	8,082	7.0%	0	0.0%
4:00 PM	9,489	8.2%	0	0.0%
5:00 PM	15,157	13.0%	0	0.0%
6:00 PM	5,059	4.4%	0	0.0%
7:00 PM	916	0.8%	0	0.0%
8:00 PM	839	0.7%	0	0.0%
9:00 PM	2,323	2.0%	0	0.0%
10:00 PM	1,686	1.5%	0	0.0%
11:00 PM	1,097	0.9%	0	0.0%
Totals	116,157	100.0%	0	0.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Stanislaus

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	1,373	0.5%	0	0.0%
1:00 AM	0	0.0%	0	0.0%
2:00 AM	302	0.1%	0	0.0%
3:00 AM	3,009	1.1%	0	0.0%
4:00 AM	6,743	2.5%	236	38.4%
5:00 AM	9,920	3.7%	0	0.0%
6:00 AM	23,779	8.8%	0	0.0%
7:00 AM	47,392	17.5%	0	0.0%
8:00 AM	18,183	6.7%	0	0.0%
9:00 AM	9,962	3.7%	0	0.0%
10:00 AM	5,613	2.1%	0	0.0%
11:00 AM	5,682	2.1%	0	0.0%
12:00 PM	10,652	3.9%	0	0.0%
1:00 PM	9,995	3.7%	0	0.0%
2:00 PM	9,709	3.6%	0	0.0%
3:00 PM	21,139	7.8%	0	0.0%
4:00 PM	28,397	10.5%	236	38.4%
5:00 PM	28,146	10.4%	0	0.0%
6:00 PM	12,781	4.7%	142	23.1%
7:00 PM	4,816	1.8%	0	0.0%
8:00 PM	3,079	1.1%	0	0.0%
9:00 PM	2,451	0.9%	0	0.0%
10:00 PM	4,885	1.8%	0	0.0%
11:00 PM	2,191	0.8%	0	0.0%
Totals	270,198	100.0%	615	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Tulare

Hour of Trip Start	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	454	0.2%	0	0.0%
1:00 AM	217	0.1%	0	0.0%
2:00 AM	137	0.1%	0	0.0%
3:00 AM	1,973	0.9%	0	0.0%
4:00 AM	3,307	1.5%	0	0.0%
5:00 AM	7,295	3.4%	0	0.0%
6:00 AM	19,091	8.9%	0	0.0%
7:00 AM	37,629	17.4%	131	9.4%
8:00 AM	26,188	12.1%	388	27.8%
9:00 AM	6,603	3.1%	0	0.0%
10:00 AM	3,000	1.4%	0	0.0%
11:00 AM	5,598	2.6%	0	0.0%
12:00 PM	11,184	5.2%	358	25.7%
1:00 PM	7,192	3.3%	0	0.0%
2:00 PM	8,230	3.8%	0	0.0%
3:00 PM	17,082	7.9%	0	0.0%
4:00 PM	16,210	7.5%	0	0.0%
5:00 PM	22,341	10.4%	519	37.2%
6:00 PM	7,515	3.5%	0	0.0%
7:00 PM	6,022	2.8%	0	0.0%
8:00 PM	2,260	1.0%	0	0.0%
9:00 PM	1,352	0.6%	0	0.0%
10:00 PM	2,247	1.0%	0	0.0%
11:00 PM	2,530	1.2%	0	0.0%
Totals	215,658	100.0%	1,396	100.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.

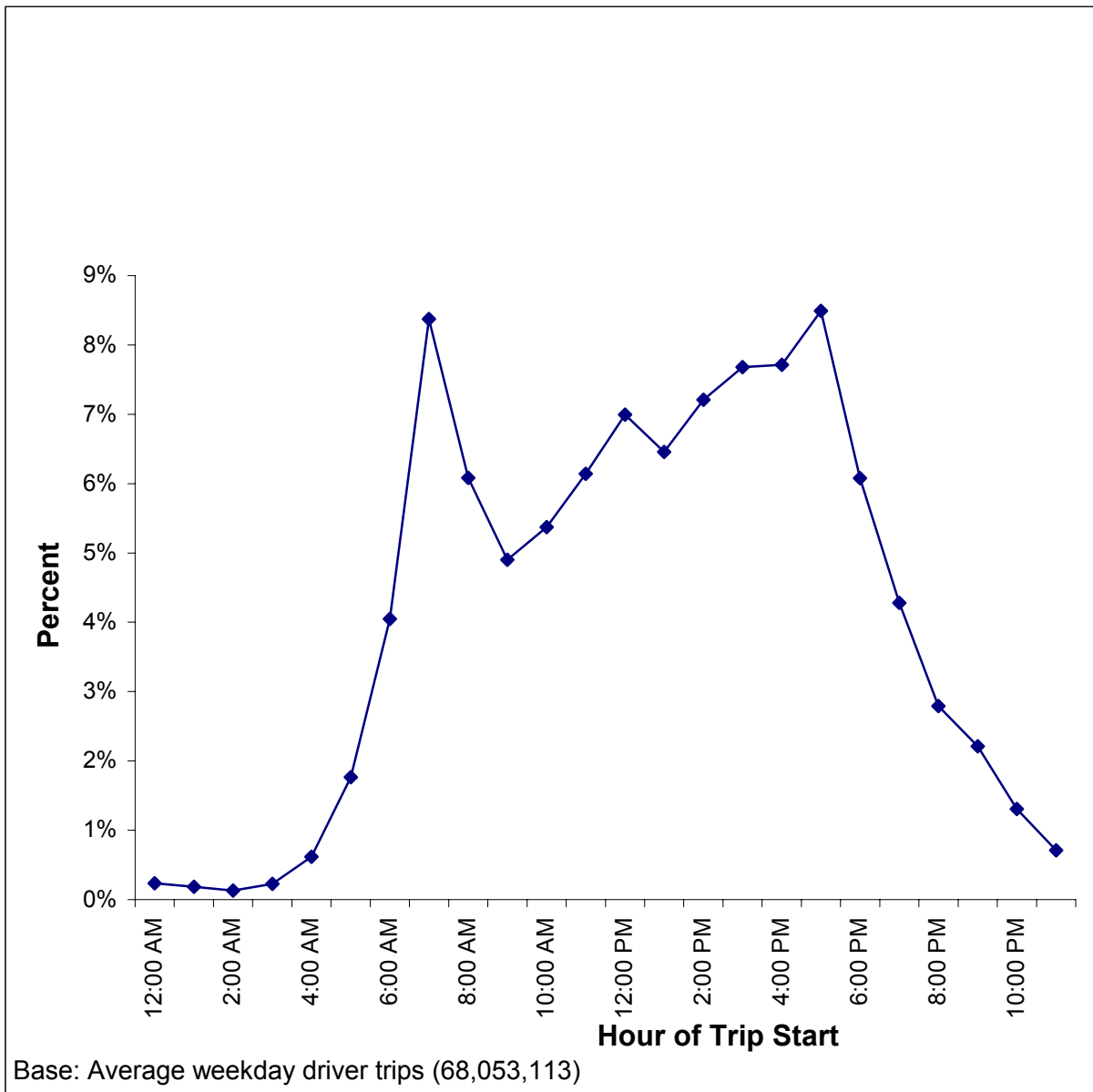
**Table 18 - 2000-2001 WEEKDAY DRIVER AND PUBLIC TRANSIT HOME-WORK
By Region and Hour of Trip Start**

Western Slope/Sierra Nevada

In the hour	Driver* Home-Work		Public Transit** Home-Work	
	Number	Percent	Number	Percent
12:00 AM	286	0.4%	0	0.0%
1:00 AM	621	0.8%	0	0.0%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	1,065	1.4%	0	0.0%
4:00 AM	524	0.7%	0	0.0%
5:00 AM	3,426	4.4%	0	0.0%
6:00 AM	7,962	10.1%	0	0.0%
7:00 AM	14,703	18.7%	0	0.0%
8:00 AM	6,023	7.7%	0	0.0%
9:00 AM	3,050	3.9%	0	0.0%
10:00 AM	930	1.2%	0	0.0%
11:00 AM	2,039	2.6%	0	0.0%
12:00 PM	2,668	3.4%	0	0.0%
1:00 PM	2,773	3.5%	0	0.0%
2:00 PM	3,808	4.8%	0	0.0%
3:00 PM	4,590	5.8%	0	0.0%
4:00 PM	7,326	9.3%	0	0.0%
5:00 PM	9,337	11.9%	0	0.0%
6:00 PM	3,228	4.1%	0	0.0%
7:00 PM	951	1.2%	0	0.0%
8:00 PM	1,810	2.3%	0	0.0%
9:00 PM	840	1.1%	0	0.0%
10:00 PM	159	0.2%	0	0.0%
11:00 PM	489	0.6%	0	0.0%
Totals	78,607	100.0%	0	0.0%

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Public transit includes modes local public bus, dial-a-ride/paratransit, light rail/ streetcar, cable car, BART, Caltrain, and ferry.



**Figure 7 - Percent of Weekday Driver Trips by Hour of Trip Start
(2000-2001 California)**

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

California

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	226,021	0.2%	160,383	0.2%
1:00 AM	148,502	0.2%	127,272	0.2%
2:00 AM	114,979	0.1%	87,433	0.1%
3:00 AM	179,414	0.2%	155,037	0.2%
4:00 AM	473,925	0.5%	421,399	0.6%
5:00 AM	1,446,398	1.6%	1,202,430	1.8%
6:00 AM	3,551,300	3.9%	2,754,523	4.0%
7:00 AM	8,811,063	9.7%	5,699,417	8.4%
8:00 AM	5,772,698	6.3%	4,138,893	6.1%
9:00 AM	4,014,778	4.4%	3,336,345	4.9%
10:00 AM	4,398,437	4.8%	3,655,891	5.4%
11:00 AM	5,119,161	5.6%	4,179,032	6.1%
12:00 PM	5,827,087	6.4%	4,758,983	7.0%
1:00 PM	5,433,661	6.0%	4,393,127	6.5%
2:00 PM	7,148,016	7.9%	4,906,213	7.2%
3:00 PM	7,972,072	8.8%	5,225,626	7.7%
4:00 PM	6,761,837	7.4%	5,248,607	7.7%
5:00 PM	7,534,865	8.3%	5,778,536	8.5%
6:00 PM	5,615,504	6.2%	4,135,302	6.1%
7:00 PM	4,059,821	4.5%	2,910,977	4.3%
8:00 PM	2,633,441	2.9%	1,900,008	2.8%
9:00 PM	2,011,847	2.2%	1,503,732	2.2%
10:00 PM	1,147,331	1.3%	890,917	1.3%
11:00 PM	609,746	0.7%	483,031	0.7%
Total	91,011,903	100.0%	68,053,113	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

AMBAG

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	3,457	0.2%	3,217	0.2%
1:00 AM	2,942	0.2%	2,466	0.2%
2:00 AM	421	0.0%	0	0.0%
3:00 AM	2,818	0.2%	2,640	0.2%
4:00 AM	7,229	0.4%	6,913	0.5%
5:00 AM	26,545	1.5%	22,893	1.6%
6:00 AM	61,763	3.4%	50,632	3.6%
7:00 AM	170,079	9.4%	115,662	8.2%
8:00 AM	133,181	7.4%	98,009	6.9%
9:00 AM	80,132	4.4%	71,271	5.0%
10:00 AM	84,810	4.7%	73,735	5.2%
11:00 AM	107,153	5.9%	89,435	6.3%
12:00 PM	129,414	7.2%	112,039	7.9%
1:00 PM	130,230	7.2%	109,585	7.8%
2:00 PM	166,532	9.2%	122,395	8.7%
3:00 PM	151,073	8.3%	105,921	7.5%
4:00 PM	127,020	7.0%	102,945	7.3%
5:00 PM	144,931	8.0%	118,685	8.4%
6:00 PM	101,965	5.6%	76,735	5.4%
7:00 PM	64,431	3.6%	46,031	3.3%
8:00 PM	52,787	2.9%	36,012	2.5%
9:00 PM	31,717	1.8%	25,058	1.8%
10:00 PM	17,654	1.0%	13,306	0.9%
11:00 PM	11,674	0.6%	8,380	0.6%
Totals	1,809,956	100.0%	1,413,964	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Butte				
In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	736	0.1%	736	0.1%
1:00 AM	837	0.1%	837	0.2%
2:00 AM	1,549	0.2%	1,115	0.2%
3:00 AM	2,402	0.3%	2,402	0.5%
4:00 AM	1,042	0.1%	832	0.2%
5:00 AM	5,631	0.8%	5,631	1.1%
6:00 AM	22,086	3.0%	16,956	3.2%
7:00 AM	69,851	9.5%	45,491	8.5%
8:00 AM	41,728	5.7%	29,654	5.6%
9:00 AM	22,536	3.1%	20,177	3.8%
10:00 AM	40,481	5.5%	31,590	5.9%
11:00 AM	47,352	6.4%	38,151	7.2%
12:00 PM	57,507	7.8%	46,289	8.7%
1:00 PM	43,033	5.8%	35,057	6.6%
2:00 PM	50,824	6.9%	36,315	6.8%
3:00 PM	54,607	7.4%	36,963	6.9%
4:00 PM	50,405	6.8%	40,770	7.6%
5:00 PM	53,800	7.3%	43,373	8.1%
6:00 PM	44,855	6.1%	30,212	5.7%
7:00 PM	31,270	4.2%	21,814	4.1%
8:00 PM	38,487	5.2%	19,811	3.7%
9:00 PM	34,007	4.6%	16,914	3.2%
10:00 PM	18,426	2.5%	8,799	1.7%
11:00 PM	3,739	0.5%	3,110	0.6%
Totals	737,189	100.0%	532,997	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Fresno

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	4,020	0.2%	2,810	0.2%
1:00 AM	877	0.1%	877	0.1%
2:00 AM	2,580	0.2%	2,580	0.2%
3:00 AM	905	0.1%	518	0.0%
4:00 AM	9,575	0.6%	9,141	0.8%
5:00 AM	26,459	1.6%	19,446	1.6%
6:00 AM	74,332	4.4%	54,440	4.5%
7:00 AM	240,398	14.2%	139,893	11.5%
8:00 AM	84,462	5.0%	58,234	4.8%
9:00 AM	68,903	4.1%	59,332	4.9%
10:00 AM	78,366	4.6%	64,426	5.3%
11:00 AM	80,040	4.7%	69,126	5.7%
12:00 PM	102,240	6.0%	83,641	6.9%
1:00 PM	92,634	5.5%	71,692	5.9%
2:00 PM	144,091	8.5%	86,973	7.2%
3:00 PM	143,804	8.5%	84,336	7.0%
4:00 PM	111,332	6.6%	90,264	7.5%
5:00 PM	159,177	9.4%	119,040	9.8%
6:00 PM	106,015	6.3%	74,726	6.2%
7:00 PM	57,346	3.4%	41,861	3.5%
8:00 PM	44,380	2.6%	30,405	2.5%
9:00 PM	39,970	2.4%	26,679	2.2%
10:00 PM	14,908	0.9%	12,467	1.0%
11:00 PM	9,256	0.5%	8,301	0.7%
Totals	1,696,071	100.0%	1,211,209	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Kern

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	2,564	0.2%	1,066	0.1%
1:00 AM	2,352	0.1%	1,507	0.1%
2:00 AM	968	0.1%	545	0.0%
3:00 AM	3,948	0.2%	2,693	0.2%
4:00 AM	10,480	0.6%	9,748	0.8%
5:00 AM	24,558	1.5%	21,963	1.9%
6:00 AM	77,169	4.7%	59,176	5.0%
7:00 AM	178,257	10.9%	107,843	9.1%
8:00 AM	79,661	4.9%	52,271	4.4%
9:00 AM	77,941	4.8%	62,017	5.2%
10:00 AM	68,673	4.2%	61,040	5.2%
11:00 AM	92,438	5.7%	77,867	6.6%
12:00 PM	114,091	7.0%	93,938	7.9%
1:00 PM	94,403	5.8%	74,654	6.3%
2:00 PM	143,713	8.8%	84,835	7.2%
3:00 PM	122,211	7.5%	77,763	6.6%
4:00 PM	125,912	7.7%	98,905	8.4%
5:00 PM	135,566	8.3%	99,190	8.4%
6:00 PM	106,084	6.5%	75,658	6.4%
7:00 PM	62,610	3.8%	42,919	3.6%
8:00 PM	41,037	2.5%	29,023	2.5%
9:00 PM	39,024	2.4%	27,140	2.3%
10:00 PM	19,981	1.2%	15,935	1.3%
11:00 PM	5,395	0.3%	4,263	0.4%
Totals	1,629,035	100.0%	1,181,958	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Merced

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	2,225	0.3%	1,690	0.4%
1:00 AM	599	0.1%	283	0.1%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	2,964	0.4%	2,692	0.6%
4:00 AM	4,298	0.6%	4,027	0.9%
5:00 AM	11,096	1.6%	9,751	2.1%
6:00 AM	25,558	3.8%	18,136	3.9%
7:00 AM	78,423	11.6%	41,000	8.7%
8:00 AM	32,545	4.8%	24,056	5.1%
9:00 AM	38,350	5.7%	28,472	6.0%
10:00 AM	32,599	4.8%	25,235	5.4%
11:00 AM	41,172	6.1%	29,405	6.2%
12:00 PM	45,173	6.7%	39,398	8.4%
1:00 PM	42,240	6.3%	32,281	6.9%
2:00 PM	58,372	8.7%	28,058	6.0%
3:00 PM	51,477	7.6%	31,789	6.8%
4:00 PM	47,903	7.1%	35,532	7.5%
5:00 PM	47,155	7.0%	38,335	8.1%
6:00 PM	51,484	7.6%	37,217	7.9%
7:00 PM	21,351	3.2%	16,428	3.5%
8:00 PM	17,782	2.6%	12,195	2.6%
9:00 PM	12,286	1.8%	7,848	1.7%
10:00 PM	4,340	0.6%	3,219	0.7%
11:00 PM	4,209	0.6%	3,636	0.8%
Totals	673,601	100.0%	470,682	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

MTC				
In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	46,719	0.3%	24,996	0.2%
1:00 AM	16,182	0.1%	10,692	0.1%
2:00 AM	27,237	0.2%	12,594	0.1%
3:00 AM	19,743	0.1%	17,847	0.1%
4:00 AM	56,613	0.4%	53,185	0.4%
5:00 AM	193,133	1.2%	163,667	1.3%
6:00 AM	424,394	2.7%	346,564	2.8%
7:00 AM	1,376,772	8.6%	984,031	7.9%
8:00 AM	1,115,862	7.0%	821,068	6.6%
9:00 AM	783,506	4.9%	678,896	5.4%
10:00 AM	855,396	5.4%	751,274	6.0%
11:00 AM	915,667	5.7%	771,211	6.2%
12:00 PM	996,966	6.2%	851,304	6.8%
1:00 PM	952,001	6.0%	788,660	6.3%
2:00 PM	1,090,383	6.8%	836,720	6.7%
3:00 PM	1,379,144	8.6%	981,719	7.9%
4:00 PM	1,156,842	7.2%	898,824	7.2%
5:00 PM	1,502,945	9.4%	1,184,793	9.5%
6:00 PM	1,240,432	7.8%	960,481	7.7%
7:00 PM	715,730	4.5%	524,087	4.2%
8:00 PM	426,828	2.7%	332,198	2.7%
9:00 PM	349,978	2.2%	265,707	2.1%
10:00 PM	235,563	1.5%	161,888	1.3%
11:00 PM	94,551	0.6%	71,573	0.6%
Totals	15,972,586	100.0%	12,493,978	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Rural

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	10,692	0.4%	7,532	0.3%
1:00 AM	5,035	0.2%	3,773	0.2%
2:00 AM	1,112	0.0%	526	0.0%
3:00 AM	6,217	0.2%	5,490	0.2%
4:00 AM	8,425	0.3%	8,183	0.4%
5:00 AM	32,035	1.1%	29,506	1.3%
6:00 AM	83,559	2.9%	68,732	3.1%
7:00 AM	254,359	8.7%	162,534	7.4%
8:00 AM	196,805	6.8%	144,010	6.5%
9:00 AM	128,965	4.4%	113,018	5.1%
10:00 AM	154,139	5.3%	126,402	5.7%
11:00 AM	183,677	6.3%	154,909	7.0%
12:00 PM	235,211	8.1%	199,830	9.1%
1:00 PM	202,371	6.9%	160,405	7.3%
2:00 PM	234,369	8.0%	163,367	7.4%
3:00 PM	277,460	9.5%	183,960	8.3%
4:00 PM	237,777	8.2%	190,405	8.6%
5:00 PM	243,281	8.3%	187,436	8.5%
6:00 PM	153,962	5.3%	113,266	5.1%
7:00 PM	94,935	3.3%	64,521	2.9%
8:00 PM	76,907	2.6%	50,523	2.3%
9:00 PM	61,500	2.1%	43,027	1.9%
10:00 PM	20,723	0.7%	16,126	0.7%
11:00 PM	11,812	0.4%	10,505	0.5%
Totals	2,915,328	100.0%	2,207,988	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

SACOG

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	9,361	0.2%	7,896	0.2%
1:00 AM	6,697	0.1%	5,677	0.1%
2:00 AM	1,674	0.0%	0	0.0%
3:00 AM	14,167	0.2%	14,167	0.3%
4:00 AM	19,971	0.3%	19,556	0.4%
5:00 AM	79,347	1.3%	72,035	1.7%
6:00 AM	200,910	3.3%	162,291	3.7%
7:00 AM	691,354	11.3%	392,689	9.0%
8:00 AM	435,781	7.1%	258,594	5.9%
9:00 AM	230,027	3.8%	179,437	4.1%
10:00 AM	259,278	4.2%	204,925	4.7%
11:00 AM	327,687	5.3%	270,429	6.2%
12:00 PM	397,404	6.5%	325,602	7.5%
1:00 PM	356,225	5.8%	287,831	6.6%
2:00 PM	468,993	7.6%	323,098	7.4%
3:00 PM	674,184	11.0%	361,661	8.3%
4:00 PM	490,123	8.0%	352,767	8.1%
5:00 PM	497,986	8.1%	388,979	8.9%
6:00 PM	367,568	6.0%	261,208	6.0%
7:00 PM	231,903	3.8%	180,237	4.1%
8:00 PM	145,091	2.4%	116,618	2.7%
9:00 PM	122,025	2.0%	83,306	1.9%
10:00 PM	77,641	1.3%	66,761	1.5%
11:00 PM	27,527	0.4%	22,137	0.5%
Totals	6,132,923	100.0%	4,357,900	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

San Diego

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	17,279	0.2%	14,876	0.2%
1:00 AM	11,944	0.2%	11,489	0.2%
2:00 AM	10,590	0.1%	8,020	0.1%
3:00 AM	13,437	0.2%	13,437	0.2%
4:00 AM	23,331	0.3%	20,304	0.3%
5:00 AM	107,587	1.4%	94,840	1.6%
6:00 AM	419,090	5.5%	325,594	5.4%
7:00 AM	604,324	7.9%	424,367	7.0%
8:00 AM	480,993	6.3%	374,618	6.2%
9:00 AM	347,936	4.6%	305,734	5.1%
10:00 AM	372,680	4.9%	324,789	5.4%
11:00 AM	470,083	6.2%	394,821	6.6%
12:00 PM	478,266	6.3%	425,006	7.1%
1:00 PM	432,208	5.7%	357,126	5.9%
2:00 PM	608,967	8.0%	437,765	7.3%
3:00 PM	637,540	8.4%	479,292	8.0%
4:00 PM	595,571	7.8%	477,356	7.9%
5:00 PM	575,550	7.6%	475,716	7.9%
6:00 PM	522,837	6.9%	380,990	6.3%
7:00 PM	347,417	4.6%	258,453	4.3%
8:00 PM	254,299	3.3%	184,502	3.1%
9:00 PM	168,460	2.2%	138,276	2.3%
10:00 PM	88,683	1.2%	70,956	1.2%
11:00 PM	30,289	0.4%	22,989	0.4%
Totals	7,619,361	100.0%	6,021,314	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

San Joaquin

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	1,302	0.1%	224	0.0%
1:00 AM	1,496	0.1%	1,496	0.2%
2:00 AM	970	0.1%	739	0.1%
3:00 AM	9,557	0.7%	8,704	0.9%
4:00 AM	8,633	0.6%	7,995	0.8%
5:00 AM	27,919	2.1%	24,888	2.5%
6:00 AM	47,804	3.6%	34,353	3.5%
7:00 AM	135,965	10.2%	88,226	8.9%
8:00 AM	102,943	7.7%	69,692	7.0%
9:00 AM	60,207	4.5%	51,959	5.2%
10:00 AM	48,766	3.6%	41,791	4.2%
11:00 AM	72,050	5.4%	62,990	6.4%
12:00 PM	84,014	6.3%	66,459	6.7%
1:00 PM	70,623	5.3%	52,234	5.3%
2:00 PM	113,083	8.5%	77,303	7.8%
3:00 PM	113,751	8.5%	73,278	7.4%
4:00 PM	90,053	6.7%	68,100	6.9%
5:00 PM	116,863	8.7%	92,866	9.4%
6:00 PM	85,200	6.4%	60,476	6.1%
7:00 PM	53,384	4.0%	38,168	3.9%
8:00 PM	46,865	3.5%	31,476	3.2%
9:00 PM	27,033	2.0%	20,907	2.1%
10:00 PM	10,448	0.8%	7,445	0.8%
11:00 PM	8,256	0.6%	8,101	0.8%
Totals	1,337,187	100.0%	989,871	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

San Luis Obispo

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	5,883	0.2%	5,883	0.2%
1:00 AM	2,179	0.1%	1,258	0.1%
2:00 AM	440	0.0%	440	0.0%
3:00 AM	415	0.0%	415	0.0%
4:00 AM	4,843	0.1%	4,843	0.2%
5:00 AM	36,608	1.1%	31,315	1.3%
6:00 AM	111,080	3.4%	84,698	3.4%
7:00 AM	261,626	8.0%	188,542	7.5%
8:00 AM	285,512	8.7%	201,417	8.1%
9:00 AM	180,307	5.5%	141,846	5.7%
10:00 AM	184,183	5.6%	148,313	5.9%
11:00 AM	212,596	6.5%	179,005	7.2%
12:00 PM	179,213	5.5%	149,073	6.0%
1:00 PM	188,757	5.8%	152,783	6.1%
2:00 PM	236,967	7.2%	158,002	6.3%
3:00 PM	283,382	8.7%	184,789	7.4%
4:00 PM	257,009	7.8%	200,455	8.0%
5:00 PM	325,723	9.9%	260,746	10.4%
6:00 PM	187,339	5.7%	136,713	5.5%
7:00 PM	146,591	4.5%	117,774	4.7%
8:00 PM	89,607	2.7%	72,228	2.9%
9:00 PM	57,431	1.8%	45,227	1.8%
10:00 PM	22,630	0.7%	20,203	0.8%
11:00 PM	15,642	0.5%	12,424	0.5%
Totals	3,275,963	100.0%	2,498,392	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Santa Barbara

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	1,966	0.2%	1,966	0.2%
1:00 AM	881	0.1%	881	0.1%
2:00 AM	0	0.0%	0	0.0%
3:00 AM	1,608	0.1%	1,260	0.1%
4:00 AM	2,198	0.2%	2,198	0.2%
5:00 AM	8,796	0.7%	8,369	0.9%
6:00 AM	36,891	3.0%	31,355	3.3%
7:00 AM	116,774	9.5%	77,297	8.2%
8:00 AM	99,007	8.0%	68,952	7.3%
9:00 AM	54,917	4.4%	47,240	5.0%
10:00 AM	57,445	4.7%	50,071	5.3%
11:00 AM	73,240	5.9%	59,849	6.4%
12:00 PM	74,467	6.0%	66,761	7.1%
1:00 PM	63,724	5.2%	54,794	5.8%
2:00 PM	102,671	8.3%	73,128	7.8%
3:00 PM	103,501	8.4%	64,919	6.9%
4:00 PM	109,469	8.9%	80,531	8.6%
5:00 PM	118,580	9.6%	90,470	9.6%
6:00 PM	77,486	6.3%	59,863	6.4%
7:00 PM	46,463	3.8%	33,943	3.6%
8:00 PM	41,574	3.4%	32,032	3.4%
9:00 PM	24,143	2.0%	18,501	2.0%
10:00 PM	13,115	1.1%	10,807	1.1%
11:00 PM	5,400	0.4%	5,264	0.6%
Totals	1,234,317	100.0%	940,452	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

SCAG

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	109,965	0.3%	79,689	0.3%
1:00 AM	93,206	0.2%	83,652	0.3%
2:00 AM	66,035	0.2%	59,667	0.2%
3:00 AM	86,068	0.2%	70,619	0.2%
4:00 AM	294,300	0.7%	254,853	0.8%
5:00 AM	810,662	1.9%	663,157	2.1%
6:00 AM	1,863,838	4.4%	1,417,479	4.5%
7:00 AM	4,296,631	10.1%	2,721,392	8.7%
8:00 AM	2,468,821	5.8%	1,785,685	5.7%
9:00 AM	1,804,647	4.2%	1,459,401	4.7%
10:00 AM	2,006,966	4.7%	1,624,523	5.2%
11:00 AM	2,313,290	5.4%	1,833,909	5.8%
12:00 PM	2,575,240	6.0%	2,094,998	6.7%
1:00 PM	2,518,724	5.9%	2,058,796	6.6%
2:00 PM	3,494,944	8.2%	2,324,074	7.4%
3:00 PM	3,625,606	8.5%	2,341,632	7.5%
4:00 PM	3,127,442	7.3%	2,431,227	7.8%
5:00 PM	3,351,224	7.9%	2,487,427	7.9%
6:00 PM	2,393,032	5.6%	1,736,729	5.5%
7:00 PM	2,085,132	4.9%	1,452,545	4.6%
8:00 PM	1,267,412	3.0%	891,374	2.8%
9:00 PM	982,511	2.3%	741,070	2.4%
10:00 PM	570,400	1.3%	456,246	1.5%
11:00 PM	361,666	0.8%	286,245	0.9%
Totals	42,567,762	100.0%	31,356,391	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Shasta

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	4,475	0.8%	3,537	0.8%
1:00 AM	864	0.2%	551	0.1%
2:00 AM	155	0.0%	155	0.0%
3:00 AM	4,613	0.8%	2,743	0.6%
4:00 AM	7,158	1.3%	5,532	1.3%
5:00 AM	5,872	1.1%	5,151	1.2%
6:00 AM	14,767	2.7%	12,401	2.9%
7:00 AM	59,051	10.8%	40,366	9.4%
8:00 AM	31,518	5.8%	27,120	6.3%
9:00 AM	25,334	4.6%	23,521	5.5%
10:00 AM	29,432	5.4%	26,390	6.1%
11:00 AM	34,178	6.3%	29,677	6.9%
12:00 PM	42,304	7.8%	34,105	7.9%
1:00 PM	43,082	7.9%	34,293	8.0%
2:00 PM	41,669	7.6%	26,850	6.2%
3:00 PM	42,090	7.7%	30,709	7.1%
4:00 PM	35,844	6.6%	28,095	6.5%
5:00 PM	47,690	8.8%	37,476	8.7%
6:00 PM	29,211	5.4%	25,017	5.8%
7:00 PM	16,115	3.0%	11,634	2.7%
8:00 PM	11,561	2.1%	8,996	2.1%
9:00 PM	10,748	2.0%	9,214	2.1%
10:00 PM	3,621	0.7%	3,361	0.8%
11:00 PM	3,483	0.6%	2,866	0.7%
Totals	544,835	100.0%	429,759	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Stanislaus

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	3,213	0.3%	2,554	0.3%
1:00 AM	579	0.1%	0	0.0%
2:00 AM	863	0.1%	863	0.1%
3:00 AM	5,988	0.6%	5,112	0.7%
4:00 AM	9,157	0.9%	7,836	1.0%
5:00 AM	17,856	1.8%	13,193	1.7%
6:00 AM	36,865	3.7%	32,885	4.3%
7:00 AM	116,082	11.7%	73,890	9.8%
8:00 AM	63,301	6.4%	44,836	5.9%
9:00 AM	46,947	4.7%	41,163	5.4%
10:00 AM	40,699	4.1%	33,564	4.4%
11:00 AM	47,234	4.8%	41,534	5.5%
12:00 PM	65,215	6.6%	56,632	7.5%
1:00 PM	50,337	5.1%	41,388	5.5%
2:00 PM	78,700	7.9%	54,086	7.1%
3:00 PM	101,676	10.2%	65,172	8.6%
4:00 PM	74,468	7.5%	61,328	8.1%
5:00 PM	79,906	8.0%	61,528	8.1%
6:00 PM	55,793	5.6%	44,078	5.8%
7:00 PM	36,902	3.7%	27,846	3.7%
8:00 PM	27,245	2.7%	20,050	2.6%
9:00 PM	16,620	1.7%	11,884	1.6%
10:00 PM	13,047	1.3%	11,791	1.6%
11:00 PM	5,656	0.6%	4,162	0.5%
Totals	994,348	100.0%	757,375	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Tulare

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	1,476	0.1%	1,114	0.1%
1:00 AM	1,213	0.1%	1,213	0.1%
2:00 AM	334	0.0%	137	0.0%
3:00 AM	3,101	0.2%	2,836	0.3%
4:00 AM	4,736	0.3%	4,498	0.5%
5:00 AM	27,334	1.9%	11,811	1.4%
6:00 AM	37,151	2.6%	27,593	3.2%
7:00 AM	120,525	8.3%	68,487	7.9%
8:00 AM	93,732	6.5%	61,090	7.1%
9:00 AM	43,669	3.0%	35,161	4.1%
10:00 AM	57,207	4.0%	43,866	5.1%
11:00 AM	71,855	5.0%	53,176	6.2%
12:00 PM	222,411	15.4%	89,852	10.4%
1:00 PM	130,712	9.0%	62,359	7.2%
2:00 PM	82,932	5.7%	51,439	6.0%
3:00 PM	164,676	11.4%	92,120	10.7%
4:00 PM	87,933	6.1%	62,575	7.3%
5:00 PM	101,978	7.1%	65,573	7.6%
6:00 PM	67,003	4.6%	43,317	5.0%
7:00 PM	33,701	2.3%	23,469	2.7%
8:00 PM	41,092	2.8%	25,142	2.9%
9:00 PM	28,769	2.0%	18,780	2.2%
10:00 PM	11,846	0.8%	8,770	1.0%
11:00 PM	9,829	0.7%	7,866	0.9%
Totals	1,445,213	100.0%	862,244	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

**Table 19a - 2000-2001 WEEKDAY PERSON TRIPS AND DRIVER TRIPS
By Region and Hour of Trip Start**

Western Slope/Sierra Nevada

In the hour Beginning	Person		Driver	
	Number	Percent	Number	Percent
12:00 AM	690	0.2%	597	0.2%
1:00 AM	621	0.1%	621	0.2%
2:00 AM	51	0.0%	51	0.0%
3:00 AM	1,462	0.3%	1,462	0.4%
4:00 AM	1,935	0.5%	1,753	0.5%
5:00 AM	4,962	1.2%	4,813	1.5%
6:00 AM	14,043	3.3%	11,239	3.4%
7:00 AM	40,591	9.5%	27,707	8.5%
8:00 AM	26,846	6.3%	19,588	6.0%
9:00 AM	20,454	4.8%	17,700	5.4%
10:00 AM	27,317	6.4%	23,959	7.3%
11:00 AM	29,448	6.9%	23,538	7.2%
12:00 PM	27,952	6.6%	24,056	7.4%
1:00 PM	22,357	5.2%	19,189	5.9%
2:00 PM	30,807	7.2%	21,803	6.7%
3:00 PM	45,888	10.8%	29,604	9.1%
4:00 PM	36,734	8.6%	28,528	8.7%
5:00 PM	32,510	7.6%	26,902	8.2%
6:00 PM	25,238	5.9%	18,616	5.7%
7:00 PM	14,540	3.4%	9,247	2.8%
8:00 PM	10,488	2.5%	7,425	2.3%
9:00 PM	5,624	1.3%	4,195	1.3%
10:00 PM	4,306	1.0%	2,836	0.9%
11:00 PM	1,363	0.3%	1,208	0.4%
Totals	426,228	100.0%	326,638	100.0%

*Person trips include all trips except walk, bicycle, airplane-commercial, Airplane private, and "other" mode

**Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS* By Region and Hour of Trip Start, and Trip Type

California						
Hour of Trip Start	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.3%	0.1%	0.1%	0.3%	0.1%	0.2%
1:00 AM	0.2%	0.0%	0.0%	0.3%	0.1%	0.2%
2:00 AM	0.2%	0.0%	0.1%	0.2%	0.0%	0.1%
3:00 AM	0.1%	0.0%	0.1%	0.6%	0.0%	0.2%
4:00 AM	0.3%	0.1%	0.1%	1.7%	0.1%	0.6%
5:00 AM	1.1%	0.2%	0.7%	4.4%	0.5%	1.8%
6:00 AM	2.8%	0.5%	1.9%	9.5%	1.2%	4.0%
7:00 AM	8.8%	1.3%	4.3%	16.1%	2.3%	8.4%
8:00 AM	7.1%	3.0%	5.1%	8.2%	3.2%	6.1%
9:00 AM	5.1%	5.4%	6.0%	3.7%	5.4%	4.9%
10:00 AM	5.2%	8.7%	6.6%	2.4%	7.4%	5.4%
11:00 AM	5.0%	10.5%	10.6%	2.2%	8.0%	6.1%
12:00 PM	5.3%	11.1%	13.8%	3.6%	6.7%	7.0%
1:00 PM	5.5%	10.1%	11.0%	3.1%	7.4%	6.5%
2:00 PM	7.5%	10.2%	8.9%	4.2%	7.7%	7.2%
3:00 PM	7.2%	8.5%	8.6%	7.2%	8.2%	7.7%
4:00 PM	6.2%	8.0%	8.0%	8.6%	9.0%	7.7%
5:00 PM	7.4%	6.7%	7.2%	10.8%	9.7%	8.5%
6:00 PM	7.3%	5.3%	3.8%	5.3%	8.3%	6.1%
7:00 PM	6.0%	4.5%	1.4%	2.1%	7.8%	4.3%
8:00 PM	4.4%	2.6%	0.7%	1.7%	3.7%	2.8%
9:00 PM	4.0%	1.8%	0.5%	1.2%	2.3%	2.2%
10:00 PM	1.9%	1.1%	0.2%	1.5%	0.9%	1.3%
11:00 PM	1.0%	0.3%	0.2%	1.0%	0.3%	0.7%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

AMBAG						
Hour of Trip Start	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.1%	0.3%	0.2%	0.4%	0.0%	0.2%
1:00 AM	0.0%	0.0%	0.0%	0.5%	0.3%	0.2%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.4%	0.2%	0.1%
4:00 AM	0.4%	0.0%	0.2%	1.1%	0.4%	0.5%
5:00 AM	0.6%	0.0%	0.3%	4.5%	0.7%	1.6%
6:00 AM	2.8%	0.4%	2.0%	7.8%	0.9%	3.6%
7:00 AM	8.0%	0.7%	3.5%	16.6%	3.3%	8.2%
8:00 AM	9.6%	2.5%	6.0%	8.0%	4.3%	6.9%
9:00 AM	5.8%	4.2%	7.0%	4.7%	2.4%	5.0%
10:00 AM	6.7%	9.1%	4.7%	1.8%	5.5%	5.2%
11:00 AM	5.7%	12.7%	9.6%	2.1%	6.0%	6.3%
12:00 PM	6.5%	11.7%	14.8%	3.2%	9.9%	7.9%
1:00 PM	6.6%	14.5%	11.6%	3.2%	8.5%	7.8%
2:00 PM	7.9%	10.5%	13.7%	5.2%	10.7%	8.7%
3:00 PM	6.8%	9.7%	8.7%	6.0%	8.6%	7.5%
4:00 PM	5.7%	6.6%	7.1%	8.9%	8.3%	7.3%
5:00 PM	5.5%	5.7%	6.4%	13.7%	8.3%	8.4%
6:00 PM	6.7%	4.1%	1.3%	5.6%	8.9%	5.4%
7:00 PM	4.0%	3.9%	1.2%	2.0%	6.4%	3.3%
8:00 PM	4.5%	1.7%	0.6%	1.6%	3.7%	2.5%
9:00 PM	3.6%	0.8%	0.6%	0.9%	2.1%	1.8%
10:00 PM	1.4%	0.4%	0.7%	1.0%	0.5%	0.9%
11:00 PM	0.9%	0.5%	0.0%	0.8%	0.2%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

**Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type**

Hour of Trip Start	Butte Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.1%	0.0%	0.0%	0.5%	0.0%	0.1%
1:00 AM	0.6%	0.0%	0.0%	0.0%	0.0%	0.2%
2:00 AM	0.7%	0.0%	0.0%	0.0%	0.0%	0.2%
3:00 AM	0.2%	0.0%	0.0%	1.1%	0.9%	0.5%
4:00 AM	0.0%	0.0%	0.0%	0.5%	0.2%	0.2%
5:00 AM	0.6%	0.0%	0.7%	2.8%	0.6%	1.1%
6:00 AM	2.3%	0.0%	1.8%	8.4%	0.9%	3.2%
7:00 AM	6.8%	1.8%	4.6%	20.8%	2.1%	8.5%
8:00 AM	6.9%	3.2%	6.4%	7.1%	2.0%	5.6%
9:00 AM	3.9%	3.7%	5.5%	2.4%	4.6%	3.8%
10:00 AM	6.1%	8.4%	6.7%	3.0%	6.8%	5.9%
11:00 AM	5.9%	10.8%	11.2%	3.4%	7.2%	7.2%
12:00 PM	6.8%	11.7%	16.9%	6.1%	4.1%	8.7%
1:00 PM	3.9%	8.6%	10.2%	4.2%	10.2%	6.6%
2:00 PM	8.8%	7.3%	7.2%	4.2%	6.6%	6.8%
3:00 PM	4.2%	6.6%	9.3%	6.2%	12.6%	6.9%
4:00 PM	6.9%	7.6%	6.5%	8.8%	8.3%	7.6%
5:00 PM	8.4%	5.2%	8.7%	10.5%	6.6%	8.1%
6:00 PM	8.2%	4.0%	2.3%	4.7%	8.5%	5.7%
7:00 PM	6.4%	3.4%	1.0%	1.8%	8.3%	4.1%
8:00 PM	4.3%	8.9%	0.1%	1.3%	3.2%	3.7%
9:00 PM	4.1%	7.5%	0.1%	0.8%	2.7%	3.2%
10:00 PM	3.7%	0.7%	0.0%	0.7%	2.3%	1.7%
11:00 PM	0.1%	0.5%	0.6%	0.8%	1.3%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

Hour of Trip Start	Fresno Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.2%	0.0%	0.0%	0.2%	0.7%	0.2%
1:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
2:00 AM	0.3%	0.0%	0.0%	0.3%	0.0%	0.2%
3:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
4:00 AM	0.2%	0.0%	0.0%	1.8%	0.0%	0.8%
5:00 AM	0.3%	0.0%	0.1%	4.0%	0.0%	1.6%
6:00 AM	3.0%	0.4%	1.7%	8.6%	0.9%	4.5%
7:00 AM	12.2%	0.3%	4.8%	18.3%	2.9%	11.5%
8:00 AM	5.9%	0.9%	5.5%	5.4%	2.0%	4.8%
9:00 AM	4.4%	4.8%	7.2%	3.8%	7.5%	4.9%
10:00 AM	5.8%	6.4%	7.5%	3.7%	6.4%	5.3%
11:00 AM	6.0%	11.8%	8.7%	2.8%	6.7%	5.7%
12:00 PM	6.9%	12.7%	19.2%	2.6%	4.7%	6.9%
1:00 PM	6.3%	12.8%	8.9%	3.3%	5.3%	5.9%
2:00 PM	7.8%	9.2%	8.3%	5.3%	9.0%	7.2%
3:00 PM	7.4%	7.5%	7.6%	6.5%	6.2%	7.0%
4:00 PM	5.1%	7.7%	7.6%	9.9%	5.7%	7.5%
5:00 PM	8.1%	9.8%	9.1%	10.9%	11.9%	9.8%
6:00 PM	7.0%	6.6%	2.4%	5.1%	10.7%	6.2%
7:00 PM	3.3%	3.8%	0.6%	1.9%	11.3%	3.5%
8:00 PM	4.7%	0.9%	0.2%	1.2%	4.2%	2.5%
9:00 PM	2.7%	4.2%	0.0%	1.5%	3.7%	2.2%
10:00 PM	1.3%	0.0%	0.0%	1.7%	0.0%	1.0%
11:00 PM	1.0%	0.3%	0.5%	0.8%	0.2%	0.7%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

Hour of Trip Start	Kern Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.1%	0.1%	0.4%	0.0%	0.0%	0.1%
1:00 AM	0.3%	0.0%	0.0%	0.1%	0.0%	0.1%
2:00 AM	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.2%	0.0%	0.0%	0.5%	0.0%	0.2%
4:00 AM	0.5%	0.0%	0.0%	1.9%	0.0%	0.8%
5:00 AM	1.0%	0.0%	0.6%	4.2%	0.6%	1.9%
6:00 AM	2.6%	1.1%	1.5%	11.2%	0.6%	5.0%
7:00 AM	8.3%	1.0%	2.5%	16.8%	4.6%	9.1%
8:00 AM	5.4%	1.8%	5.1%	4.5%	3.8%	4.4%
9:00 AM	6.2%	7.8%	7.7%	2.5%	5.3%	5.2%
10:00 AM	4.0%	8.7%	12.3%	2.0%	5.9%	5.2%
11:00 AM	5.5%	13.5%	12.1%	2.5%	7.4%	6.6%
12:00 PM	6.5%	9.6%	14.1%	5.9%	9.4%	7.9%
1:00 PM	6.0%	10.3%	10.9%	4.0%	3.8%	6.3%
2:00 PM	9.5%	11.4%	7.1%	3.1%	8.3%	7.2%
3:00 PM	5.5%	5.2%	8.3%	7.7%	5.7%	6.6%
4:00 PM	4.0%	9.7%	10.5%	10.8%	8.8%	8.4%
5:00 PM	7.8%	7.1%	4.9%	9.9%	11.5%	8.4%
6:00 PM	8.4%	6.8%	0.7%	4.7%	12.9%	6.4%
7:00 PM	6.6%	2.6%	0.3%	2.3%	4.9%	3.6%
8:00 PM	4.6%	1.8%	0.7%	1.0%	4.0%	2.5%
9:00 PM	5.2%	1.1%	0.1%	1.0%	2.4%	2.3%
10:00 PM	1.0%	0.0%	0.0%	3.1%	0.2%	1.3%
11:00 PM	0.7%	0.3%	0.0%	0.3%	0.0%	0.4%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

Merced						
Hour of Trip Start	Trip Type					
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	Total
12:00 AM	0.7%	0.0%	0.0%	0.4%	0.3%	0.4%
1:00 AM	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	1.5%	0.0%	0.5%
4:00 AM	0.4%	0.0%	0.5%	2.0%	0.0%	0.9%
5:00 AM	1.6%	0.4%	1.0%	4.2%	0.0%	2.1%
6:00 AM	2.7%	0.2%	0.7%	8.3%	1.2%	3.9%
7:00 AM	7.2%	0.5%	3.7%	17.0%	3.0%	8.7%
8:00 AM	7.7%	1.3%	4.6%	5.4%	2.7%	5.1%
9:00 AM	5.1%	7.1%	9.9%	4.8%	6.6%	6.1%
10:00 AM	3.6%	10.2%	10.4%	2.3%	7.7%	5.4%
11:00 AM	5.5%	15.6%	8.7%	2.9%	3.9%	6.3%
12:00 PM	6.8%	10.1%	18.6%	6.7%	3.3%	8.4%
1:00 PM	6.5%	11.2%	10.1%	4.3%	6.4%	6.9%
2:00 PM	6.7%	6.1%	8.7%	2.5%	11.4%	6.0%
3:00 PM	6.3%	6.4%	6.7%	7.5%	6.1%	6.8%
4:00 PM	6.3%	6.2%	5.5%	8.6%	11.9%	7.6%
5:00 PM	6.3%	4.9%	8.5%	10.0%	10.9%	8.1%
6:00 PM	11.0%	8.8%	1.9%	7.5%	7.3%	7.9%
7:00 PM	6.1%	5.7%	0.0%	1.6%	4.2%	3.5%
8:00 PM	4.0%	3.0%	0.0%	1.1%	6.2%	2.6%
9:00 PM	2.7%	1.9%	0.3%	0.5%	3.9%	1.7%
10:00 PM	1.3%	0.0%	0.4%	0.3%	1.2%	0.7%
11:00 PM	1.4%	0.4%	0.0%	0.4%	1.7%	0.8%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

Hour of Trip Start	MTC Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.4%	0.1%	0.0%	0.3%	0.0%	0.2%
1:00 AM	0.2%	0.0%	0.0%	0.1%	0.0%	0.1%
2:00 AM	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%
3:00 AM	0.1%	0.0%	0.0%	0.4%	0.0%	0.1%
4:00 AM	0.3%	0.2%	0.1%	1.1%	0.0%	0.4%
5:00 AM	0.6%	0.3%	0.5%	3.3%	0.9%	1.3%
6:00 AM	1.6%	0.4%	1.0%	7.3%	0.8%	2.8%
7:00 AM	7.0%	2.0%	3.6%	16.9%	2.7%	7.9%
8:00 AM	7.1%	2.8%	5.9%	10.3%	2.3%	6.6%
9:00 AM	5.0%	4.6%	8.5%	4.8%	4.9%	5.4%
10:00 AM	5.1%	10.2%	7.9%	2.8%	7.9%	6.0%
11:00 AM	4.7%	10.1%	10.9%	1.8%	8.6%	6.2%
12:00 PM	5.5%	9.8%	13.1%	3.8%	4.9%	6.8%
1:00 PM	5.4%	10.3%	10.2%	2.5%	7.1%	6.3%
2:00 PM	6.6%	9.0%	8.4%	3.7%	8.4%	6.7%
3:00 PM	8.2%	9.5%	8.2%	6.1%	8.5%	7.9%
4:00 PM	6.6%	6.4%	7.4%	7.1%	9.6%	7.2%
5:00 PM	8.1%	8.0%	8.2%	12.1%	10.6%	9.5%
6:00 PM	8.8%	6.6%	3.8%	7.7%	11.3%	7.7%
7:00 PM	6.5%	4.8%	1.3%	2.2%	5.8%	4.2%
8:00 PM	4.7%	2.1%	0.4%	1.7%	3.2%	2.7%
9:00 PM	4.5%	1.4%	0.4%	1.3%	1.4%	2.1%
10:00 PM	1.9%	0.9%	0.1%	1.8%	0.7%	1.3%
11:00 PM	1.0%	0.4%	0.0%	0.7%	0.4%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

Hour of Trip Start	Rural Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.4%	0.1%	0.3%	0.4%	0.6%	0.3%
1:00 AM	0.2%	0.1%	0.0%	0.3%	0.1%	0.2%
2:00 AM	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
3:00 AM	0.1%	0.0%	0.2%	0.7%	0.0%	0.2%
4:00 AM	0.2%	0.0%	0.2%	0.9%	0.2%	0.4%
5:00 AM	0.8%	0.1%	0.4%	3.9%	0.3%	1.3%
6:00 AM	2.1%	0.6%	1.3%	8.1%	1.2%	3.1%
7:00 AM	7.2%	0.9%	4.4%	16.4%	2.1%	7.4%
8:00 AM	8.7%	2.7%	5.1%	8.8%	3.7%	6.5%
9:00 AM	5.7%	6.6%	5.7%	3.4%	4.1%	5.1%
10:00 AM	6.0%	7.6%	7.8%	2.0%	7.5%	5.7%
11:00 AM	6.0%	9.5%	11.3%	2.8%	8.7%	7.0%
12:00 PM	6.3%	11.3%	14.6%	6.7%	9.5%	9.1%
1:00 PM	5.7%	9.9%	11.2%	4.2%	8.0%	7.3%
2:00 PM	6.6%	11.0%	8.9%	4.6%	7.8%	7.4%
3:00 PM	7.7%	10.2%	9.3%	6.5%	9.8%	8.3%
4:00 PM	7.3%	11.2%	7.5%	8.7%	9.5%	8.6%
5:00 PM	7.4%	7.2%	6.7%	10.9%	10.8%	8.5%
6:00 PM	7.5%	3.7%	2.4%	4.4%	7.2%	5.1%
7:00 PM	4.9%	2.5%	1.1%	1.8%	3.8%	2.9%
8:00 PM	3.9%	2.6%	0.6%	1.2%	2.6%	2.3%
9:00 PM	3.7%	1.5%	0.5%	1.2%	2.1%	1.9%
10:00 PM	1.0%	0.5%	0.0%	1.2%	0.1%	0.7%
11:00 PM	0.6%	0.2%	0.0%	0.9%	0.1%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

SACOG						
Hour of Trip Start	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.2%	0.1%	0.0%	0.4%	0.0%	0.2%
1:00 AM	0.1%	0.0%	0.0%	0.3%	0.1%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.9%	0.0%	0.3%
4:00 AM	0.2%	0.1%	0.1%	1.2%	0.2%	0.4%
5:00 AM	0.9%	0.5%	1.0%	3.4%	1.5%	1.7%
6:00 AM	1.6%	0.4%	1.1%	10.2%	0.5%	3.7%
7:00 AM	9.5%	1.7%	4.2%	17.2%	3.0%	9.0%
8:00 AM	8.0%	2.3%	3.8%	7.8%	3.4%	5.9%
9:00 AM	4.2%	3.5%	5.5%	3.6%	4.3%	4.1%
10:00 AM	3.2%	7.2%	8.8%	2.2%	6.5%	4.7%
11:00 AM	5.6%	8.5%	11.4%	2.2%	8.5%	6.2%
12:00 PM	7.8%	12.7%	14.3%	2.1%	6.1%	7.5%
1:00 PM	5.7%	10.7%	11.0%	3.8%	6.0%	6.6%
2:00 PM	7.3%	12.9%	9.5%	3.9%	7.4%	7.4%
3:00 PM	7.3%	10.8%	9.5%	7.2%	9.1%	8.3%
4:00 PM	7.1%	8.8%	7.8%	7.5%	11.1%	8.1%
5:00 PM	7.0%	5.1%	6.0%	13.0%	11.1%	8.9%
6:00 PM	8.0%	4.4%	3.4%	5.3%	7.4%	6.0%
7:00 PM	5.8%	4.5%	1.0%	2.6%	6.7%	4.1%
8:00 PM	4.0%	2.1%	0.7%	1.8%	4.1%	2.7%
9:00 PM	3.6%	1.9%	0.2%	1.1%	1.8%	1.9%
10:00 PM	2.1%	1.9%	0.0%	1.6%	1.2%	1.5%
11:00 PM	0.7%	0.0%	0.5%	0.8%	0.0%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

San Diego						
Hour of Trip Start	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.2%	0.2%	0.0%	0.6%	0.0%	0.2%
1:00 AM	0.1%	0.0%	0.2%	0.4%	0.1%	0.2%
2:00 AM	0.3%	0.0%	0.0%	0.1%	0.0%	0.1%
3:00 AM	0.0%	0.0%	0.0%	0.9%	0.0%	0.2%
4:00 AM	0.3%	0.0%	0.0%	0.8%	0.1%	0.3%
5:00 AM	0.8%	0.0%	0.3%	4.8%	0.3%	1.6%
6:00 AM	4.6%	0.2%	2.1%	12.4%	3.0%	5.4%
7:00 AM	8.0%	0.3%	4.0%	13.1%	3.3%	7.0%
8:00 AM	7.6%	3.2%	5.0%	8.3%	3.3%	6.2%
9:00 AM	4.8%	7.0%	5.7%	4.5%	3.9%	5.1%
10:00 AM	5.1%	8.9%	6.9%	1.8%	7.8%	5.4%
11:00 AM	5.2%	10.8%	11.8%	1.9%	8.4%	6.6%
12:00 PM	5.5%	11.5%	13.0%	2.6%	7.8%	7.1%
1:00 PM	5.7%	8.8%	9.2%	2.7%	5.6%	5.9%
2:00 PM	6.1%	11.6%	9.1%	4.6%	8.7%	7.3%
3:00 PM	7.6%	6.8%	9.3%	8.6%	6.9%	8.0%
4:00 PM	6.5%	8.4%	7.4%	8.9%	9.8%	7.9%
5:00 PM	7.4%	6.7%	6.7%	9.5%	8.9%	7.9%
6:00 PM	7.1%	4.7%	4.9%	6.3%	8.5%	6.3%
7:00 PM	6.3%	4.7%	2.0%	2.1%	6.3%	4.3%
8:00 PM	4.5%	4.3%	1.3%	1.7%	3.0%	3.1%
9:00 PM	3.6%	1.4%	0.8%	1.8%	3.0%	2.3%
10:00 PM	2.5%	0.4%	0.0%	0.9%	0.7%	1.2%
11:00 PM	0.4%	0.2%	0.3%	0.5%	0.5%	0.4%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

**Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type**

San Joaquin						
Hour of Trip Start	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
1:00 AM	0.0%	0.0%	0.6%	0.2%	0.0%	0.2%
2:00 AM	0.0%	0.0%	0.4%	0.0%	0.2%	0.1%
3:00 AM	0.0%	0.4%	0.4%	2.3%	0.0%	0.9%
4:00 AM	0.1%	0.0%	0.0%	2.3%	0.0%	0.8%
5:00 AM	0.7%	0.3%	0.5%	6.5%	0.7%	2.5%
6:00 AM	1.5%	0.1%	0.4%	8.7%	0.9%	3.5%
7:00 AM	9.5%	1.7%	3.3%	16.2%	1.8%	8.9%
8:00 AM	9.0%	4.0%	5.6%	7.6%	5.9%	7.0%
9:00 AM	6.1%	7.5%	8.6%	2.2%	5.6%	5.2%
10:00 AM	4.7%	3.2%	7.6%	2.3%	6.1%	4.2%
11:00 AM	4.8%	11.2%	14.6%	2.1%	7.4%	6.4%
12:00 PM	4.1%	13.1%	16.4%	3.4%	4.3%	6.7%
1:00 PM	5.2%	7.9%	6.2%	2.7%	8.4%	5.3%
2:00 PM	8.5%	11.0%	7.4%	5.2%	10.0%	7.8%
3:00 PM	5.8%	7.9%	8.9%	7.5%	8.8%	7.4%
4:00 PM	5.7%	8.5%	6.6%	6.5%	9.1%	6.9%
5:00 PM	8.2%	6.2%	8.1%	11.9%	10.2%	9.4%
6:00 PM	8.4%	7.8%	2.0%	4.4%	7.8%	6.1%
7:00 PM	5.3%	5.6%	0.3%	2.2%	6.7%	3.9%
8:00 PM	5.8%	2.4%	0.7%	2.0%	3.6%	3.2%
9:00 PM	4.0%	0.8%	0.0%	2.0%	1.8%	2.1%
10:00 PM	1.3%	0.2%	0.8%	0.7%	0.4%	0.8%
11:00 PM	1.4%	0.0%	0.6%	1.1%	0.0%	0.8%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

**Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type**

San Luis Obispo

Hour of Trip Start	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.3%	0.1%	0.0%	0.3%	0.1%	0.2%
1:00 AM	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
2:00 AM	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
4:00 AM	0.0%	0.0%	0.0%	0.8%	0.0%	0.2%
5:00 AM	0.4%	0.1%	0.6%	4.3%	0.3%	1.3%
6:00 AM	2.9%	0.5%	1.5%	9.0%	0.2%	3.4%
7:00 AM	8.6%	1.0%	5.1%	15.6%	1.2%	7.5%
8:00 AM	8.5%	6.4%	5.3%	9.6%	9.1%	8.1%
9:00 AM	6.7%	4.7%	6.8%	3.8%	6.8%	5.7%
10:00 AM	6.0%	8.4%	6.7%	3.3%	6.6%	5.9%
11:00 AM	5.6%	11.5%	10.4%	2.8%	10.6%	7.2%
12:00 PM	3.9%	6.1%	12.9%	4.2%	7.9%	6.0%
1:00 PM	4.8%	8.9%	11.8%	2.4%	7.3%	6.1%
2:00 PM	8.4%	5.4%	6.1%	4.0%	6.6%	6.3%
3:00 PM	8.0%	7.1%	7.7%	7.2%	6.4%	7.4%
4:00 PM	5.5%	10.4%	10.1%	9.7%	6.6%	8.0%
5:00 PM	8.6%	13.5%	10.1%	12.3%	8.2%	10.4%
6:00 PM	7.4%	5.6%	2.3%	3.0%	7.7%	5.5%
7:00 PM	4.3%	8.1%	1.3%	2.1%	9.6%	4.7%
8:00 PM	4.7%	1.1%	0.7%	2.1%	4.1%	2.9%
9:00 PM	3.7%	0.8%	0.5%	0.9%	1.0%	1.8%
10:00 PM	1.1%	0.2%	0.0%	1.7%	0.0%	0.8%
11:00 PM	0.6%	0.3%	0.0%	1.1%	0.0%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

**Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type**

Santa Barbara

Hour of Trip Start	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.2%	0.3%	0.1%	0.3%	0.0%	0.2%
1:00 AM	0.2%	0.3%	0.0%	0.0%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4:00 AM	0.0%	0.0%	0.0%	0.8%	0.0%	0.2%
5:00 AM	0.7%	0.4%	0.1%	2.1%	0.2%	0.9%
6:00 AM	2.6%	1.4%	1.5%	7.3%	0.7%	3.3%
7:00 AM	8.9%	0.4%	3.3%	16.4%	2.1%	8.2%
8:00 AM	7.0%	2.4%	7.3%	11.6%	4.0%	7.3%
9:00 AM	4.5%	7.0%	4.2%	4.8%	6.0%	5.0%
10:00 AM	5.2%	9.0%	6.4%	1.8%	8.6%	5.3%
11:00 AM	4.4%	11.1%	10.6%	2.4%	11.1%	6.4%
12:00 PM	4.4%	8.7%	14.2%	6.0%	7.2%	7.1%
1:00 PM	5.0%	8.0%	10.3%	3.5%	5.5%	5.8%
2:00 PM	9.6%	10.2%	9.5%	3.3%	7.9%	7.8%
3:00 PM	5.9%	8.8%	9.3%	5.8%	7.2%	6.9%
4:00 PM	8.7%	9.6%	7.7%	7.7%	10.1%	8.6%
5:00 PM	9.4%	8.0%	5.8%	13.6%	7.9%	9.6%
6:00 PM	6.9%	7.5%	4.7%	5.1%	8.7%	6.4%
7:00 PM	5.2%	3.3%	0.5%	2.6%	5.8%	3.6%
8:00 PM	5.1%	1.6%	3.8%	1.4%	5.0%	3.4%
9:00 PM	3.8%	0.9%	0.0%	1.8%	0.7%	2.0%
10:00 PM	1.8%	0.5%	0.5%	1.1%	1.1%	1.2%
11:00 PM	0.7%	0.5%	0.1%	0.7%	0.3%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

**Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type**

Hour of Trip Start	SCAG Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.4%	0.1%	0.1%	0.3%	0.1%	0.3%
1:00 AM	0.3%	0.0%	0.0%	0.5%	0.1%	0.3%
2:00 AM	0.2%	0.0%	0.2%	0.3%	0.0%	0.2%
3:00 AM	0.2%	0.0%	0.1%	0.5%	0.0%	0.2%
4:00 AM	0.4%	0.1%	0.1%	2.2%	0.1%	0.8%
5:00 AM	1.5%	0.2%	1.0%	5.0%	0.3%	2.1%
6:00 AM	3.3%	0.6%	2.7%	10.1%	1.3%	4.5%
7:00 AM	9.6%	1.2%	4.8%	15.8%	1.9%	8.7%
8:00 AM	6.6%	3.1%	4.6%	7.6%	2.7%	5.7%
9:00 AM	5.1%	5.5%	4.6%	3.2%	6.0%	4.7%
10:00 AM	5.3%	8.5%	5.0%	2.3%	7.7%	5.2%
11:00 AM	4.8%	10.4%	9.8%	2.3%	7.6%	5.8%
12:00 PM	4.8%	11.3%	14.0%	3.5%	6.7%	6.7%
1:00 PM	5.4%	10.2%	12.2%	3.1%	8.2%	6.6%
2:00 PM	8.0%	10.7%	9.1%	4.4%	7.1%	7.4%
3:00 PM	6.8%	8.1%	8.1%	7.5%	8.0%	7.5%
4:00 PM	6.0%	7.9%	8.6%	9.0%	8.6%	7.8%
5:00 PM	7.0%	5.8%	7.0%	10.0%	9.2%	7.9%
6:00 PM	6.5%	5.1%	4.5%	4.5%	7.0%	5.5%
7:00 PM	6.2%	4.6%	1.6%	2.1%	9.5%	4.6%
8:00 PM	4.2%	2.7%	0.7%	1.8%	3.9%	2.8%
9:00 PM	4.1%	2.1%	0.6%	1.1%	2.7%	2.4%
10:00 PM	2.1%	1.4%	0.3%	1.4%	1.1%	1.5%
11:00 PM	1.3%	0.3%	0.3%	1.3%	0.3%	0.9%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

Shasta						
Hour of Trip Start	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.6%	3.1%	0.0%	0.0%	0.8%	0.8%
1:00 AM	0.0%	0.5%	0.3%	0.0%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
3:00 AM	0.5%	0.0%	2.9%	0.1%	0.2%	0.6%
4:00 AM	0.2%	0.0%	0.0%	4.6%	0.0%	1.3%
5:00 AM	1.0%	0.2%	0.6%	2.8%	0.2%	1.2%
6:00 AM	1.5%	0.2%	1.0%	8.3%	0.3%	2.9%
7:00 AM	9.4%	0.9%	5.6%	20.0%	2.8%	9.4%
8:00 AM	7.3%	2.2%	8.8%	7.8%	3.4%	6.3%
9:00 AM	5.5%	7.7%	7.2%	1.9%	8.3%	5.5%
10:00 AM	6.2%	8.6%	10.6%	1.7%	6.8%	6.1%
11:00 AM	4.8%	9.2%	16.6%	3.5%	3.7%	6.9%
12:00 PM	10.0%	9.6%	10.2%	2.6%	9.8%	7.9%
1:00 PM	7.1%	14.4%	7.4%	4.7%	8.4%	8.0%
2:00 PM	7.2%	9.1%	6.7%	3.3%	5.7%	6.2%
3:00 PM	6.7%	7.1%	6.7%	7.0%	9.6%	7.1%
4:00 PM	3.6%	6.3%	6.4%	8.2%	11.0%	6.5%
5:00 PM	8.3%	4.7%	4.0%	13.0%	12.3%	8.7%
6:00 PM	7.4%	8.0%	2.3%	4.4%	6.5%	5.8%
7:00 PM	3.9%	3.4%	1.9%	0.8%	4.3%	2.7%
8:00 PM	3.8%	2.6%	0.3%	0.7%	2.6%	2.1%
9:00 PM	3.6%	1.5%	0.6%	2.0%	2.0%	2.1%
10:00 PM	0.7%	0.6%	0.0%	1.5%	0.7%	0.8%
11:00 PM	1.0%	0.2%	0.0%	0.9%	0.8%	0.7%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

**Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type**

Stanislaus						
Hour of Trip Start	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.3%	0.0%	0.6%	0.5%	0.0%	0.3%
1:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
2:00 AM	0.0%	0.0%	0.6%	0.0%	0.0%	0.1%
3:00 AM	0.7%	0.0%	0.4%	1.1%	0.0%	0.7%
4:00 AM	0.1%	0.0%	0.8%	2.5%	0.0%	1.0%
5:00 AM	0.9%	0.0%	0.8%	3.7%	0.5%	1.7%
6:00 AM	2.5%	0.0%	2.5%	8.8%	0.9%	4.3%
7:00 AM	9.0%	0.5%	3.2%	17.6%	1.4%	9.8%
8:00 AM	7.3%	2.2%	3.0%	6.7%	6.2%	5.9%
9:00 AM	6.0%	5.2%	8.4%	3.7%	6.4%	5.4%
10:00 AM	5.0%	6.9%	6.6%	2.1%	5.8%	4.4%
11:00 AM	4.5%	12.2%	10.6%	2.1%	7.6%	5.5%
12:00 PM	6.2%	17.2%	11.4%	3.9%	9.2%	7.5%
1:00 PM	3.4%	10.1%	10.4%	3.7%	7.5%	5.5%
2:00 PM	8.6%	11.5%	10.8%	3.6%	5.5%	7.1%
3:00 PM	8.3%	10.4%	10.1%	7.8%	8.5%	8.6%
4:00 PM	6.5%	6.6%	8.6%	10.5%	5.2%	8.1%
5:00 PM	7.3%	6.1%	6.3%	10.4%	7.0%	8.1%
6:00 PM	8.2%	3.3%	1.0%	4.7%	11.6%	5.8%
7:00 PM	6.6%	3.3%	0.8%	1.8%	5.4%	3.7%
8:00 PM	4.3%	0.9%	2.3%	1.1%	5.5%	2.6%
9:00 PM	2.0%	2.5%	0.4%	0.9%	3.4%	1.6%
10:00 PM	1.9%	1.1%	0.6%	1.8%	1.1%	1.6%
11:00 PM	0.5%	0.0%	0.0%	0.8%	1.3%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type

Tulare						
Hour of Trip Start	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.0%	0.0%	0.5%	0.2%	0.0%	0.1%
1:00 AM	0.2%	0.0%	0.5%	0.1%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
3:00 AM	0.3%	0.0%	0.0%	0.9%	0.0%	0.3%
4:00 AM	0.3%	0.0%	0.3%	1.5%	0.0%	0.5%
5:00 AM	1.0%	0.2%	1.0%	3.4%	0.4%	1.4%
6:00 AM	1.9%	0.5%	1.7%	8.9%	0.5%	3.2%
7:00 AM	8.8%	1.9%	3.4%	17.4%	1.1%	7.9%
8:00 AM	7.3%	1.7%	7.7%	12.1%	4.0%	7.1%
9:00 AM	3.2%	6.6%	5.3%	3.1%	3.2%	4.1%
10:00 AM	3.9%	13.0%	4.9%	1.4%	4.1%	5.1%
11:00 AM	5.8%	9.7%	10.2%	2.6%	4.8%	6.2%
12:00 PM	5.7%	21.1%	9.9%	5.2%	16.6%	10.4%
1:00 PM	11.1%	5.0%	8.9%	3.3%	7.2%	7.2%
2:00 PM	5.7%	6.0%	8.5%	3.8%	7.9%	6.0%
3:00 PM	7.0%	10.0%	19.0%	7.9%	16.6%	10.7%
4:00 PM	6.3%	6.3%	7.7%	7.5%	9.6%	7.3%
5:00 PM	6.6%	5.6%	5.4%	10.4%	9.6%	7.6%
6:00 PM	8.9%	3.1%	1.6%	3.5%	5.3%	5.0%
7:00 PM	3.2%	2.5%	1.4%	2.8%	3.1%	2.7%
8:00 PM	6.2%	2.4%	0.7%	1.0%	2.1%	2.9%
9:00 PM	4.2%	2.3%	0.6%	0.6%	2.1%	2.2%
10:00 PM	0.9%	1.6%	0.2%	1.0%	1.2%	1.0%
11:00 PM	1.3%	0.4%	0.5%	1.2%	0.7%	0.9%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

**Table 19b - PERCENT OF 2000-2001 WEEKDAY DRIVER TRIPS*
By Region and Hour of Trip Start, and Trip Type**

Western Slope/Sierra Nevada

Hour of Trip Start	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.3%	0.0%	0.1%	0.4%	0.0%	0.2%
1:00 AM	0.0%	0.0%	0.0%	0.8%	0.0%	0.2%
2:00 AM	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
3:00 AM	0.1%	0.0%	0.4%	1.4%	0.3%	0.4%
4:00 AM	0.7%	0.5%	0.5%	0.7%	0.0%	0.5%
5:00 AM	1.0%	0.1%	0.6%	4.4%	0.3%	1.5%
6:00 AM	1.5%	0.9%	1.8%	10.1%	1.0%	3.4%
7:00 AM	9.4%	0.5%	4.7%	18.7%	2.8%	8.5%
8:00 AM	8.0%	3.2%	5.2%	7.7%	2.8%	6.0%
9:00 AM	5.9%	7.6%	4.3%	3.9%	4.7%	5.4%
10:00 AM	7.4%	11.0%	9.7%	1.2%	11.0%	7.3%
11:00 AM	5.2%	11.6%	10.9%	2.6%	10.4%	7.2%
12:00 PM	6.7%	9.1%	14.4%	3.4%	5.9%	7.4%
1:00 PM	3.6%	8.8%	8.0%	3.5%	9.6%	5.9%
2:00 PM	6.9%	8.8%	7.2%	4.8%	5.3%	6.7%
3:00 PM	8.8%	13.6%	10.0%	5.8%	7.0%	9.1%
4:00 PM	6.6%	10.1%	11.1%	9.3%	7.9%	8.7%
5:00 PM	6.7%	5.1%	7.7%	11.9%	11.5%	8.2%
6:00 PM	8.3%	4.2%	1.9%	4.1%	9.5%	5.7%
7:00 PM	5.2%	1.2%	0.5%	1.2%	5.8%	2.8%
8:00 PM	3.4%	1.1%	0.6%	2.3%	3.5%	2.3%
9:00 PM	1.6%	2.1%	0.2%	1.1%	0.4%	1.3%
10:00 PM	2.5%	0.2%	0.0%	0.2%	0.0%	0.9%
11:00 PM	0.4%	0.3%	0.0%	0.6%	0.3%	0.4%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver
Base: 84,930,814 driver trips.

W. Trip Length for Home-Work Trips (Respondent Reported)

A graphical presentation of the weekday driver trip "home-work" travel time distribution is shown in Figure 8. When survey respondents are asked to estimate travel time, times for different trip types are not reported with equal reliability. Respondents are most familiar with times used for "home-work" trips. For that reason, only findings concerning "home-work" trips and total trips are reported in Table 20a for California and Table 20b by region.

For weekday trips in California, respondents reported an average travel time of 27 minutes in vehicle travel time on "home-work" driver trips, compared to an average travel time of 22 minutes on "total trips". Comparisons between regions reveal some differences. The bigger urban areas have more driver trips that are more than 60 minutes than the smaller urban areas.

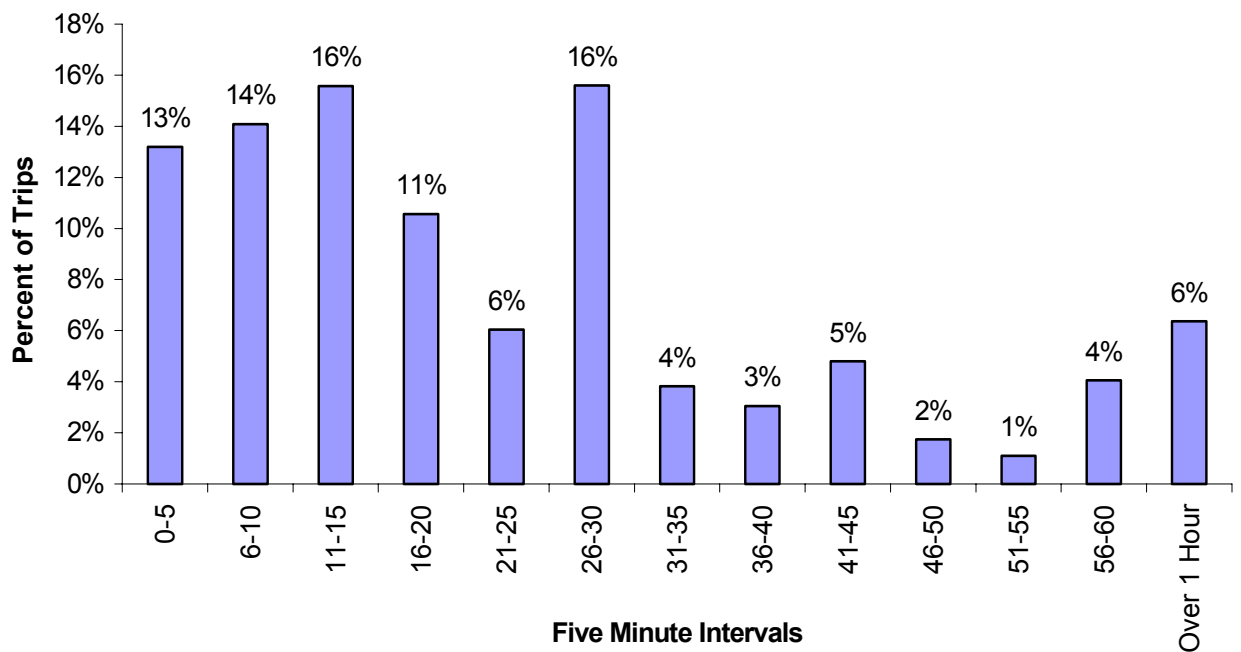
X. Vehicle Occupancy Rates

Vehicle occupancy rates represent the number of persons occupying a vehicle for automobile, pickup, RV, and van driver trips only. As shown in Table 21a, the average weekday vehicle occupancy for California was 1.42 persons per vehicle. Highest vehicle occupancy rates occurred for "home-other" trips (1.63), while vehicle occupancy for "home-work" trips (1.14) was lower than for all other trip types. Furthermore, more extensive treatment of survey findings by region are included in these tables.

Table 21b shows weekday vehicle occupancy rates statewide for automobile, pickup, RV, and van trips during the peak morning period from 7:00 a.m. to 9:00 a.m. Overall, while "home-work" trips have the lowest vehicle occupancy (1.11), while "other-other" and "home-shopping" trips have the highest (1.46).

Y. Vehicles in Use on an Average Weekday by Age of Vehicle

Air quality models require information on the age of vehicles in use since the age of vehicles has an effect on vehicle emissions. The distribution of vehicles in use on an average weekday by age of vehicles is shown in Table 22. Data presented are in numbers as well as in terms of percentage of total vehicles within a region. Age of vehicle was calculated from 2002.



Base: Mean Travel Time is 27 minutes

**Figure 8 - Weekday Home-Work Driver Travel Times (Respondent Reported)
Percent Distribution by Five Minute Intervals (2000-2001 California)**

**Table 20a - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP
LENGTHS FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS By Total
Trips and Home-Work Trip for California (Intrastate)**

Interval (In Minutes)	California			
	Total Trips (Intrastate)		Home-Work (Intrastate)	
	1,000s	%	1,000s	%
0-5	15,795	23.4%	2,515	13.2%
6-10	14,255	21.1%	2,686	14.1%
11-15	11,139	16.5%	2,967	15.6%
16-20	6,058	9.0%	2,012	10.6%
21-25	3,414	5.0%	1,153	6.0%
26-30	6,440	9.5%	2,973	15.6%
31-35	1,681	2.5%	728	3.8%
36-40	1,390	2.1%	580	3.0%
41-45	1,896	2.8%	916	4.8%
46-50	730	1.1%	331	1.7%
51-55	441	0.7%	210	1.1%
56-60	1,515	2.2%	772	4.1%
61-65	225	0.3%	120	0.6%
66-70	280	0.4%	120	0.6%
71-75	423	0.6%	214	1.1%
76-80	185	0.3%	64	0.3%
81-85	133	0.2%	68	0.4%
86+	1,616	2.4%	627	3.3%
Total	67,617	100.0%	19,055	100.0%
Mean Time	22 Min		27 Min	
Median Time	15 Min		20 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	AMBAG			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	341	28.0%	61	19.8%
6-10	288	23.7%	57	18.5%
11-15	208	17.1%	49	16.0%
16-20	101	8.3%	32	10.4%
21-25	55	4.5%	20	6.4%
26-30	100	8.2%	41	13.2%
31-35	23	1.9%	8	2.6%
36-40	19	1.6%	5	1.7%
41-45	27	2.2%	14	4.4%
46-50	15	1.2%	5	1.7%
51-55	4	0.3%	1	0.5%
56-60	19	1.6%	9	2.9%
61-65	3	0.2%	1	0.3%
66-70	3	0.3%	1	0.3%
71-75	2	0.2%	0	0.0%
76-80	1	0.1%	0	0.1%
81-85	3	0.2%	1	0.2%
86+	6	0.5%	3	0.9%
Total	1,218	100.0%	308	100.0%
<i>Mean Time</i>	18 <i>Min</i>		22 <i>Min</i>	
<i>Median Time</i>	15 <i>Min</i>		16 <i>Min</i>	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Butte			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	143	29.2%	25	21.4%
6-10	141	28.8%	32	26.9%
11-15	94	19.2%	25	21.0%
16-20	35	7.1%	10	8.6%
21-25	15	3.0%	3	2.7%
26-30	31	6.4%	10	8.0%
31-35	9	1.8%	5	4.2%
36-40	6	1.2%	3	2.3%
41-45	6	1.2%	2	1.9%
46-50	2	0.3%	1	0.6%
51-55	1	0.2%	1	0.5%
56-60	3	0.6%	1	1.0%
61-65	1	0.3%	0	0.3%
66-70	0	0.0%	0	0.0%
71-75	1	0.2%	0	0.1%
76-80	0	0.0%	0	0.1%
81-85	0	0.0%	0	0.1%
86+	2	0.4%	0	0.3%
Total	490	100.0%	119	100.0%
Mean Time	15 Min		18 Min	
Median Time	10 Min		15 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Fresno			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	220	20.3%	45	11.7%
6-10	250	23.0%	78	20.5%
11-15	204	18.8%	76	20.0%
16-20	119	11.0%	55	14.4%
21-25	60	5.5%	28	7.4%
26-30	109	10.1%	58	15.4%
31-35	28	2.6%	8	2.0%
36-40	25	2.3%	9	2.4%
41-45	18	1.6%	9	2.4%
46-50	9	0.9%	4	1.1%
51-55	8	0.7%	1	0.2%
56-60	17	1.6%	4	1.1%
61-65	5	0.5%	2	0.4%
66-70	1	0.1%	0	0.1%
71-75	1	0.1%	0	0.1%
76-80	1	0.1%	0	0.1%
81-85	1	0.1%	0	0.0%
86+	8	0.8%	3	0.7%
Total	1,084	100.0%	380	100.0%
<i>Mean Time</i>	19 <i>Min</i>		22 <i>Min</i>	
<i>Median Time</i>	15 <i>Min</i>		20 <i>Min</i>	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Kern			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	301	28.8%	64	20.0%
6-10	229	21.9%	60	18.8%
11-15	196	18.8%	69	21.6%
16-20	83	8.0%	31	9.7%
21-25	44	4.2%	15	4.8%
26-30	88	8.4%	39	12.0%
31-35	20	1.9%	12	3.7%
36-40	17	1.7%	5	1.6%
41-45	24	2.3%	12	3.6%
46-50	8	0.7%	2	0.8%
51-55	6	0.5%	2	0.6%
56-60	12	1.2%	6	1.8%
61-65	0	0.0%	0	0.1%
66-70	2	0.1%	1	0.4%
71-75	2	0.2%	1	0.3%
76-80	2	0.2%	0	0.0%
81-85	1	0.1%	0	0.0%
86+	8	0.8%	1	0.2%
Total	1,043	100.0%	321	100.0%
Mean Time	18 Min		19 Min	
Median Time	15 Min		15 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Merced			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	141	34.6%	37	30.1%
6-10	111	27.3%	33	27.3%
11-15	66	16.2%	20	16.5%
16-20	32	7.8%	10	7.9%
21-25	13	3.3%	5	4.5%
26-30	24	5.9%	10	8.4%
31-35	5	1.3%	2	1.7%
36-40	2	0.6%	1	0.9%
41-45	4	1.1%	1	1.1%
46-50	1	0.2%	0	0.0%
51-55	1	0.2%	0	0.0%
56-60	2	0.4%	1	0.8%
61-65	0	0.1%	0	0.1%
66-70	1	0.2%	0	0.0%
71-75	1	0.1%	0	0.3%
76-80	0	0.0%	0	0.0%
81-85	0	0.0%	0	0.0%
86+	3	0.7%	1	0.4%
Total	406	100.0%	121	100.0%
Mean Time	15 Min		16 Min	
Median Time	10 Min		12 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	MTC			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	2,819	23.9%	396	12.9%
6-10	2,760	23.4%	434	14.1%
11-15	1,874	15.9%	431	14.0%
16-20	1,032	8.7%	317	10.3%
21-25	585	5.0%	210	6.8%
26-30	867	7.4%	380	12.4%
31-35	320	2.7%	152	4.9%
36-40	234	2.0%	125	4.1%
41-45	352	3.0%	168	5.5%
46-50	157	1.3%	80	2.6%
51-55	94	0.8%	49	1.6%
56-60	240	2.0%	118	3.8%
61-65	40	0.3%	21	0.7%
66-70	40	0.3%	20	0.7%
71-75	81	0.7%	48	1.6%
76-80	46	0.4%	15	0.5%
81-85	21	0.2%	16	0.5%
86+	231	2.0%	97	3.2%
Total	11,793	100.0%	3,078	100.0%
<i>Mean Time</i>	21 <i>Min</i>		29 <i>Min</i>	
<i>Median Time</i>	15 <i>Min</i>		24 <i>Min</i>	

**Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP
LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)**

Interval (In Minutes)	Rural			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	776	40.0%	153	33.2%
6-10	452	23.3%	97	21.1%
11-15	279	14.4%	76	16.6%
16-20	129	6.7%	35	7.6%
21-25	56	2.9%	17	3.6%
26-30	106	5.4%	39	8.6%
31-35	23	1.2%	9	1.9%
36-40	21	1.1%	6	1.4%
41-45	23	1.2%	9	1.9%
46-50	11	0.5%	2	0.4%
51-55	6	0.3%	2	0.5%
56-60	22	1.1%	6	1.3%
61-65	5	0.2%	1	0.2%
66-70	5	0.2%	1	0.3%
71-75	5	0.3%	2	0.4%
76-80	2	0.1%	0	0.1%
81-85	2	0.1%	0	0.1%
86+	19	1.0%	4	0.8%
Total	1,942	100.0%	459	100.0%
Mean Time	16 Min		18 Min	
Median Time	10 Min		14 Min	

**Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP
LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)**

Interval (In Minutes)	SACOG			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	710	26.3%	91	14.1%
6-10	562	20.8%	82	12.8%
11-15	453	16.8%	97	15.2%
16-20	252	9.4%	73	11.4%
21-25	153	5.7%	55	8.5%
26-30	282	10.4%	120	18.7%
31-35	62	2.3%	31	4.8%
36-40	49	1.8%	14	2.2%
41-45	70	2.6%	30	4.7%
46-50	20	0.7%	11	1.7%
51-55	10	0.4%	3	0.5%
56-60	38	1.4%	21	3.3%
61-65	6	0.2%	3	0.5%
66-70	6	0.2%	2	0.3%
71-75	10	0.4%	7	1.1%
76-80	4	0.2%	0	0.0%
81-85	0	0.0%	0	0.0%
86+	12	0.4%	2	0.3%
Total	2,698	100.0%	642	100.0%
Mean Time	19 Min		24 Min	
Median Time	15 Min		20 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	San Diego			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	1,139	20.0%	132	9.5%
6-10	1,176	20.7%	147	10.6%
11-15	1,034	18.2%	224	16.1%
16-20	581	10.2%	163	11.8%
21-25	321	5.6%	103	7.5%
26-30	583	10.3%	240	17.3%
31-35	214	3.8%	86	6.2%
36-40	153	2.7%	58	4.2%
41-45	149	2.6%	79	5.7%
46-50	59	1.0%	24	1.7%
51-55	41	0.7%	22	1.6%
56-60	81	1.4%	39	2.8%
61-65	24	0.4%	10	0.7%
66-70	22	0.4%	14	1.0%
71-75	23	0.4%	8	0.6%
76-80	14	0.2%	5	0.4%
81-85	11	0.2%	5	0.4%
86+	57	1.0%	26	1.9%
Total	5,683	100.0%	1,386	100.0%
Mean Time	21 Min		28 Min	
Median Time	15 Min		25 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	San Joaquin			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	209	26.2%	37	17.1%
6-10	184	23.1%	44	20.4%
11-15	149	18.6%	37	17.2%
16-20	78	9.8%	27	12.6%
21-25	32	4.1%	11	5.2%
26-30	79	9.9%	36	16.9%
31-35	11	1.4%	4	1.8%
36-40	12	1.5%	2	1.2%
41-45	12	1.5%	6	2.7%
46-50	6	0.7%	2	0.9%
51-55	3	0.3%	1	0.6%
56-60	6	0.7%	1	0.6%
61-65	1	0.1%	1	0.2%
66-70	1	0.1%	0	0.1%
71-75	3	0.3%	2	0.9%
76-80	0	0.0%	0	0.0%
81-85	1	0.2%	0	0.2%
86+	11	1.3%	3	1.4%
Total	798	100.0%	215	100.0%
<i>Mean Time</i>	18 <i>Min</i>		23 <i>Min</i>	
<i>Median Time</i>	15 <i>Min</i>		16 <i>Min</i>	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	San Luis Obispo			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	740	32.5%	91	18.5%
6-10	600	26.3%	95	19.3%
11-15	298	13.1%	72	14.8%
16-20	174	7.6%	49	10.0%
21-25	97	4.3%	33	6.6%
26-30	167	7.3%	74	15.2%
31-35	48	2.1%	16	3.4%
36-40	31	1.4%	10	2.0%
41-45	38	1.7%	16	3.2%
46-50	9	0.4%	4	0.8%
51-55	8	0.4%	4	0.9%
56-60	25	1.1%	10	2.0%
61-65	4	0.2%	2	0.5%
66-70	2	0.1%	1	0.1%
71-75	14	0.6%	9	1.8%
76-80	6	0.3%	0	0.0%
81-85	4	0.2%	1	0.3%
86+	11	0.5%	4	0.8%
Total	2,279	100.0%	491	100.0%
Mean Time	17 Min		22 Min	
Median Time	10 Min		18 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Santa Barbara			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	238	27.5%	38	16.9%
6-10	218	25.2%	56	25.0%
11-15	187	21.6%	46	20.5%
16-20	71	8.2%	28	12.6%
21-25	31	3.6%	8	3.7%
26-30	51	5.9%	21	9.5%
31-35	17	2.0%	6	2.7%
36-40	10	1.2%	3	1.4%
41-45	12	1.4%	5	2.3%
46-50	5	0.5%	2	0.9%
51-55	4	0.4%	1	0.4%
56-60	12	1.4%	6	2.8%
61-65	1	0.1%	0	0.1%
66-70	1	0.1%	0	0.1%
71-75	2	0.3%	1	0.5%
76-80	2	0.2%	0	0.2%
81-85	1	0.1%	0	0.0%
86+	3	0.4%	1	0.5%
Total	868	100.0%	225	100.0%
<i>Mean Time</i>	<i>16 Min</i>		<i>20 Min</i>	
<i>Median Time</i>	<i>12 Min</i>		<i>15 Min</i>	

**Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP
LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)**

Interval (In Minutes)	SCAG			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	6,623	22.5%	995	12.0%
6-10	5,999	20.4%	1,091	13.2%
11-15	4,915	16.7%	1,309	15.8%
16-20	2,763	9.4%	928	11.2%
21-25	1,567	5.3%	476	5.7%
26-30	2,981	10.1%	1,379	16.6%
31-35	663	2.3%	290	3.5%
36-40	592	2.0%	230	2.8%
41-45	818	2.8%	391	4.7%
46-50	313	1.1%	130	1.6%
51-55	195	0.7%	97	1.2%
56-60	749	2.5%	396	4.8%
61-65	90	0.3%	55	0.7%
66-70	146	0.5%	59	0.7%
71-75	182	0.6%	96	1.2%
76-80	65	0.2%	25	0.3%
81-85	60	0.2%	26	0.3%
86+	689	2.3%	313	3.8%
Total	29,407	100.0%	8,286	100.0%
<i>Mean Time</i>	<i>22 Min</i>		<i>29 Min</i>	
<i>Median Time</i>	<i>15 Min</i>		<i>22 Min</i>	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Shasta			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	113	28.8%	15	15.3%
6-10	90	22.9%	17	17.4%
11-15	82	20.9%	30	29.9%
16-20	39	10.0%	12	11.8%
21-25	18	4.6%	9	9.0%
26-30	26	6.5%	9	9.2%
31-35	6	1.6%	3	2.6%
36-40	3	0.9%	1	1.4%
41-45	5	1.2%	1	0.7%
46-50	2	0.5%	0	0.0%
51-55	1	0.4%	0	0.2%
56-60	2	0.5%	0	0.3%
61-65	0	0.1%	0	0.0%
66-70	0	0.0%	0	0.0%
71-75	1	0.2%	0	0.0%
76-80	0	0.0%	0	0.0%
81-85	0	0.0%	0	0.0%
86+	4	1.0%	2	2.2%
Total	394	100.0%	100	100.0%
<i>Mean Time</i>	17 <i>Min</i>		19 <i>Min</i>	
<i>Median Time</i>	14 <i>Min</i>		15 <i>Min</i>	

**Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP
LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)**

Interval (In Minutes)	Stanislaus			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	173	28.2%	38	19.9%
6-10	139	22.7%	35	18.5%
11-15	106	17.3%	34	17.7%
16-20	49	7.9%	18	9.5%
21-25	29	4.7%	14	7.6%
26-30	63	10.3%	30	16.0%
31-35	13	2.1%	4	2.2%
36-40	10	1.7%	6	2.9%
41-45	13	2.1%	5	2.8%
46-50	5	0.9%	1	0.6%
51-55	2	0.3%	1	0.3%
56-60	3	0.5%	2	0.9%
61-65	1	0.2%	0	0.0%
66-70	0	0.0%	0	0.0%
71-75	1	0.1%	0	0.1%
76-80	0	0.0%	0	0.0%
81-85	0	0.1%	0	0.2%
86+	5	0.9%	2	0.8%
Total	614	100.0%	190	100.0%
Mean Time	18 Min		21 Min	
Median Time	15 Min		15 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Tulare			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	200	25.6%	37	20.2%
6-10	215	27.6%	46	25.1%
11-15	143	18.3%	32	17.8%
16-20	60	7.7%	18	9.8%
21-25	29	3.8%	9	4.7%
26-30	56	7.1%	16	9.0%
31-35	13	1.6%	3	1.4%
36-40	10	1.3%	4	2.0%
41-45	22	2.8%	2	1.3%
46-50	2	0.3%	0	0.2%
51-55	1	0.1%	0	0.0%
56-60	22	2.8%	15	8.2%
61-65	0	0.1%	0	0.0%
66-70	0	0.1%	0	0.0%
71-75	1	0.2%	0	0.1%
76-80	0	0.1%	0	0.1%
81-85	0	0.0%	0	0.1%
86+	4	0.5%	0	0.1%
Total	780	100.0%	182	100.0%
Mean Time	16 Min		18 Min	
Median Time	11 Min		15 Min	

Table 20b - 2000-2001 WEEKDAY RESPONDENT REPORTED DRIVER TRIP LENGTHS
FREQUENCY DISTRIBUTION IN FIVE-MINUTE INTERVALS
By Total Trips and Home-Work Trip by Region (Intraregional)

Interval (In Minutes)	Western Slope/Sierra Nevada			
	Total Trips (Intraregional)		Home-Work (Intraregional)	
	1,000s	%	1,000s	%
0-5	84	31.1%	10	18.0%
6-10	61	22.4%	11	19.5%
11-15	43	15.9%	11	18.2%
16-20	26	9.6%	7	12.1%
21-25	11	4.1%	4	6.2%
26-30	23	8.4%	8	13.9%
31-35	3	1.3%	1	1.6%
36-40	4	1.5%	1	1.5%
41-45	4	1.6%	2	3.3%
46-50	1	0.5%	0	0.7%
51-55	1	0.3%	0	0.4%
56-60	3	1.3%	1	2.2%
61-65	1	0.4%	0	0.3%
66-70	0	0.1%	0	0.2%
71-75	1	0.3%	0	0.6%
76-80	0	0.1%	0	0.0%
81-85	0	0.0%	0	0.0%
86+	3	1.0%	1	1.1%
Total	270	100.0%	58	100.0%
Mean Time	18 Min		22 Min	
Median Time	15 Min		15 Min	

**Table 21a - 2000-2001 WEEKDAY OCCUPANCY RATES* By Region and
Trip Type 24-Hour Trips**

Region Name	Number of Persons Per Vehicle					Total
	Trip Type					
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
California	1.63	1.59	1.22	1.14	1.54	1.42
AMBAG	1.55	1.48	1.17	1.13	1.47	1.35
Butte	1.79	2.67	1.22	1.25	1.59	1.73
Fresno	1.62	1.61	1.24	1.15	1.54	1.40
Kern	1.65	1.49	1.18	1.13	1.40	1.37
Merced	1.69	1.62	1.16	1.16	1.51	1.42
MTC	1.57	1.49	1.24	1.13	1.43	1.37
Rural	1.60	1.60	1.24	1.14	1.50	1.41
SACOG	1.57	1.57	1.16	1.10	1.36	1.36
San Diego	1.61	1.57	1.21	1.14	1.44	1.40
San Joaquin	1.63	1.80	1.14	1.10	1.69	1.42
San Luis Obispo	1.54	1.50	1.13	1.10	1.37	1.36
Santa Barbara	1.58	1.57	1.19	1.14	1.47	1.40
SCAG	1.66	1.60	1.23	1.15	1.63	1.46
Shasta	1.61	1.59	1.20	1.14	1.38	1.40
Stanislaus	1.57	1.62	1.13	1.09	1.60	1.35
Tulare	2.15	2.41	1.35	1.24	2.44	1.91
Western Slope/Sierra Nevada	1.53	1.51	1.15	1.14	1.34	1.37

*Rates are calculated for automobile, pickup truck, RV, Sport Utility Vehicle, and van driver trips only.

Table 21b 2000-2001 WEEKDAY OCCUPANCY RATES* By Region and Trip Type 7:00-9:00 a.m. Trips Start

Region Name	Number of Persons Per Vehicle					Total
	Trip Type					
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
California	1.33	1.46	1.14	1.11	1.46	1.22
AMBAG	1.28	1.29	1.17	1.09	1.37	1.18
Butte	1.40	1.59	1.13	1.19	1.49	1.28
Fresno	1.20	1.44	1.22	1.10	1.18	1.15
Kern	1.47	1.28	1.09	1.16	1.21	1.26
Merced	1.43	1.08	1.24	1.16	1.16	1.25
MTC	1.26	1.86	1.14	1.12	1.21	1.20
Rural	1.38	1.27	1.15	1.15	1.20	1.24
SACOG	1.24	1.67	1.02	1.04	1.22	1.14
San Diego	1.29	1.13	1.10	1.11	1.40	1.20
San Joaquin	1.32	1.97	1.06	1.05	2.58	1.30
San Luis Obispo	1.35	1.61	1.09	1.05	1.64	1.27
Santa Barbara	1.42	1.84	1.04	1.09	1.14	1.22
SCAG	1.36	1.27	1.17	1.11	1.59	1.24
Shasta	1.42	1.18	1.07	1.05	1.26	1.20
Stanislaus	1.32	1.32	1.05	1.06	2.05	1.20
Tulare	1.48	2.14	1.14	1.33	1.44	1.40
Western Slope/Sierra Nevada	1.42	1.30	1.21	1.09	1.19	1.25

*Rates are calculated for automobile, pickup truck, RV, Sport Utility Vehicle, and van driver trips only.

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

California				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	74,607	0.5%	0.5%
2001	1	777,357	5.5%	6.0%
2000	2	1,231,879	8.7%	14.8%
1999	3	1,028,568	7.3%	22.1%
1998	4	1,007,583	7.1%	29.2%
1997	5	996,930	7.1%	36.3%
1996	6	850,780	6.0%	42.3%
1995	7	934,137	6.6%	49.0%
1994	8	731,117	5.2%	54.1%
1993	9	624,473	4.4%	58.6%
1992	10	587,745	4.2%	62.7%
1991	11	636,097	4.5%	67.3%
1990	12	551,270	3.9%	71.2%
1989	13	646,944	4.6%	75.8%
1988	14	453,344	3.2%	79.0%
1987	15	467,064	3.3%	82.3%
1986	16	375,987	2.7%	84.9%
1985	17	269,901	1.9%	86.9%
1984	18	216,109	1.5%	88.4%
1983	19	106,092	0.8%	89.1%
1982	20	83,415	0.6%	89.7%
1981	21	46,215	0.3%	90.1%
1980 or Earlier	>21	523,867	3.7%	93.8%
Not Known	Unknown	876,393	6.2%	100.0%
Total Vehicle In Use		14,097,874		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

AMBAG				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	565	0.2%	0.2%
2001	1	8,980	3.1%	3.3%
2000	2	21,675	7.5%	10.8%
1999	3	23,554	8.1%	18.9%
1998	4	22,203	7.6%	26.5%
1997	5	20,273	7.0%	33.5%
1996	6	18,303	6.3%	39.8%
1995	7	20,323	7.0%	46.8%
1994	8	15,448	5.3%	52.1%
1993	9	16,848	5.8%	57.9%
1992	10	12,649	4.4%	62.3%
1991	11	14,697	5.1%	67.3%
1990	12	13,233	4.6%	71.9%
1989	13	11,157	3.8%	75.7%
1988	14	9,785	3.4%	79.1%
1987	15	7,300	2.5%	81.6%
1986	16	9,364	3.2%	84.8%
1985	17	5,189	1.8%	86.6%
1984	18	5,655	1.9%	88.6%
1983	19	1,900	0.7%	89.2%
1982	20	1,253	0.4%	89.7%
1981	21	875	0.3%	90.0%
1980 or Earlier	>21	11,597	4.0%	94.0%
Not Known	Unknown	17,541	6.0%	100.0%
Total Vehicle In Use		290,367		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Butte				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	0	0.0%	0.0%
2001	1	1,935	2.0%	2.0%
2000	2	5,733	5.9%	7.9%
1999	3	5,074	5.3%	13.2%
1998	4	4,503	4.7%	17.8%
1997	5	5,022	5.2%	23.0%
1996	6	4,696	4.9%	27.9%
1995	7	6,261	6.5%	34.4%
1994	8	4,985	5.2%	39.5%
1993	9	3,696	3.8%	43.4%
1992	10	5,456	5.6%	49.0%
1991	11	3,233	3.3%	52.4%
1990	12	5,474	5.7%	58.0%
1989	13	5,023	5.2%	63.2%
1988	14	2,372	2.5%	65.7%
1987	15	6,019	6.2%	71.9%
1986	16	3,301	3.4%	75.3%
1985	17	3,878	4.0%	79.3%
1984	18	1,504	1.6%	80.9%
1983	19	1,533	1.6%	82.5%
1982	20	970	1.0%	83.5%
1981	21	701	0.7%	84.2%
1980 or Earlier	>21	6,697	6.9%	91.1%
Not Known	Unknown	8,579	8.9%	100.0%
Total Vehicle In Use		96,645		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Fresno				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	628	0.2%	0.2%
2001	1	11,289	4.0%	4.2%
2000	2	25,944	9.2%	13.5%
1999	3	13,415	4.8%	18.2%
1998	4	17,704	6.3%	24.5%
1997	5	19,908	7.1%	31.6%
1996	6	17,684	6.3%	37.9%
1995	7	17,223	6.1%	44.0%
1994	8	12,883	4.6%	48.6%
1993	9	15,521	5.5%	54.2%
1992	10	14,125	5.0%	59.2%
1991	11	11,277	4.0%	63.2%
1990	12	10,665	3.8%	67.0%
1989	13	13,213	4.7%	71.7%
1988	14	9,481	3.4%	75.1%
1987	15	8,413	3.0%	78.1%
1986	16	9,881	3.5%	81.6%
1985	17	5,164	1.8%	83.4%
1984	18	6,520	2.3%	85.7%
1983	19	5,396	1.9%	87.6%
1982	20	2,061	0.7%	88.4%
1981	21	663	0.2%	88.6%
1980 or Earlier	>21	15,968	5.7%	94.3%
Not Known	Unknown	16,035	5.7%	100.0%
Total Vehicle In Use		281,061		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Kern				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	0	0.0%	0.0%
2001	1	9,214	3.7%	3.7%
2000	2	21,609	8.8%	12.5%
1999	3	15,916	6.4%	18.9%
1998	4	22,744	9.2%	28.2%
1997	5	12,291	5.0%	33.1%
1996	6	13,828	5.6%	38.7%
1995	7	19,797	8.0%	46.8%
1994	8	13,960	5.7%	52.4%
1993	9	9,296	3.8%	56.2%
1992	10	6,290	2.5%	58.7%
1991	11	12,698	5.1%	63.9%
1990	12	8,603	3.5%	67.4%
1989	13	11,048	4.5%	71.8%
1988	14	8,961	3.6%	75.5%
1987	15	5,107	2.1%	77.5%
1986	16	8,236	3.3%	80.9%
1985	17	5,188	2.1%	83.0%
1984	18	4,079	1.7%	84.6%
1983	19	1,603	0.6%	85.3%
1982	20	3,485	1.4%	86.7%
1981	21	0	0.0%	86.7%
1980 or Earlier	>21	15,093	6.1%	92.8%
Not Known	Unknown	17,755	7.2%	100.0%
Total Vehicle In Use		246,801		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Merced				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	0	0.0%	0.0%
2001	1	1,474	1.7%	1.7%
2000	2	4,297	5.0%	6.7%
1999	3	7,299	8.5%	15.2%
1998	4	7,279	8.5%	23.7%
1997	5	6,362	7.4%	31.1%
1996	6	4,594	5.3%	36.4%
1995	7	6,336	7.4%	43.8%
1994	8	4,194	4.9%	48.6%
1993	9	2,730	3.2%	51.8%
1992	10	3,224	3.7%	55.6%
1991	11	4,264	5.0%	60.5%
1990	12	3,886	4.5%	65.0%
1989	13	5,249	6.1%	71.1%
1988	14	3,079	3.6%	74.7%
1987	15	2,559	3.0%	77.7%
1986	16	3,158	3.7%	81.4%
1985	17	2,665	3.1%	84.5%
1984	18	1,015	1.2%	85.6%
1983	19	417	0.5%	86.1%
1982	20	97	0.1%	86.2%
1981	21	309	0.4%	86.6%
1980 or Earlier	>21	4,858	5.6%	92.2%
Not Known	Unknown	6,679	7.8%	100.0%
Total Vehicle In Use		86,024		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

MTC				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	1,058	0.0%	0.0%
2001	1	74,141	3.0%	3.0%
2000	2	198,560	8.0%	11.0%
1999	3	199,271	8.0%	19.1%
1998	4	198,211	8.0%	27.1%
1997	5	212,363	8.6%	35.6%
1996	6	159,863	6.4%	42.1%
1995	7	167,537	6.8%	48.8%
1994	8	120,546	4.9%	53.7%
1993	9	94,657	3.8%	57.5%
1992	10	108,598	4.4%	61.9%
1991	11	136,362	5.5%	67.4%
1990	12	108,989	4.4%	71.8%
1989	13	124,718	5.0%	76.8%
1988	14	98,561	4.0%	80.8%
1987	15	89,582	3.6%	84.4%
1986	16	50,129	2.0%	86.4%
1985	17	26,715	1.1%	87.5%
1984	18	48,449	2.0%	89.4%
1983	19	20,390	0.8%	90.3%
1982	20	18,101	0.7%	91.0%
1981	21	4,273	0.2%	91.2%
1980 or Earlier	>21	73,294	3.0%	94.1%
Not Known	Unknown	145,864	5.9%	100.0%
Total Vehicle In Use		2,480,232		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Rural				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	0	0.0%	0.0%
2001	1	7,515	2.0%	2.0%
2000	2	19,643	5.1%	7.1%
1999	3	20,463	5.3%	12.4%
1998	4	22,105	5.8%	18.2%
1997	5	26,013	6.8%	25.0%
1996	6	21,528	5.6%	30.6%
1995	7	20,474	5.3%	35.9%
1994	8	21,746	5.7%	41.6%
1993	9	18,963	4.9%	46.5%
1992	10	17,784	4.6%	51.2%
1991	11	16,753	4.4%	55.5%
1990	12	17,567	4.6%	60.1%
1989	13	20,107	5.2%	65.4%
1988	14	11,927	3.1%	68.5%
1987	15	15,254	4.0%	72.4%
1986	16	16,464	4.3%	76.7%
1985	17	10,738	2.8%	79.5%
1984	18	9,329	2.4%	82.0%
1983	19	5,638	1.5%	83.4%
1982	20	3,834	1.0%	84.4%
1981	21	2,318	0.6%	85.0%
1980 or Earlier	>21	29,644	7.7%	92.8%
Not Known	Unknown	27,692	7.2%	100.0%
Total Vehicle In Use		383,499		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

SACOG				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	865	0.1%	0.1%
2001	1	37,027	4.1%	4.2%
2000	2	71,637	7.9%	12.1%
1999	3	77,058	8.5%	20.7%
1998	4	53,623	5.9%	26.6%
1997	5	60,493	6.7%	33.3%
1996	6	52,632	5.8%	39.2%
1995	7	64,542	7.2%	46.3%
1994	8	57,381	6.4%	52.7%
1993	9	42,389	4.7%	57.4%
1992	10	38,861	4.3%	61.7%
1991	11	45,409	5.0%	66.7%
1990	12	39,024	4.3%	71.0%
1989	13	45,521	5.0%	76.1%
1988	14	25,814	2.9%	79.0%
1987	15	30,768	3.4%	82.4%
1986	16	27,580	3.1%	85.4%
1985	17	18,691	2.1%	87.5%
1984	18	13,934	1.5%	89.0%
1983	19	7,639	0.8%	89.9%
1982	20	2,580	0.3%	90.2%
1981	21	497	0.1%	90.2%
1980 or Earlier	>21	39,997	4.4%	94.7%
Not Known	Unknown	48,179	5.3%	100.0%
Total Vehicle In Use		902,141		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

San Diego				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	0	0.0%	0.0%
2001	1	28,022	2.4%	2.4%
2000	2	118,796	10.0%	12.4%
1999	3	97,253	8.2%	20.5%
1998	4	80,357	6.8%	27.3%
1997	5	84,688	7.1%	34.4%
1996	6	75,810	6.4%	40.8%
1995	7	80,058	6.7%	47.6%
1994	8	69,625	5.9%	53.4%
1993	9	63,508	5.3%	58.8%
1992	10	60,615	5.1%	63.9%
1991	11	64,364	5.4%	69.3%
1990	12	40,586	3.4%	72.7%
1989	13	55,362	4.7%	77.4%
1988	14	47,427	4.0%	81.3%
1987	15	36,790	3.1%	84.4%
1986	16	29,439	2.5%	86.9%
1985	17	27,255	2.3%	89.2%
1984	18	6,903	0.6%	89.8%
1983	19	8,192	0.7%	90.5%
1982	20	9,039	0.8%	91.2%
1981	21	2,971	0.3%	91.5%
1980 or Earlier	>21	38,711	3.3%	94.8%
Not Known	Unknown	62,326	5.2%	100.0%
Total Vehicle In Use		1,188,097		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

San Joaquin				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	304	0.1%	0.1%
2001	1	11,585	5.3%	5.4%
2000	2	15,480	7.0%	12.4%
1999	3	18,131	8.2%	20.7%
1998	4	19,640	8.9%	29.6%
1997	5	11,639	5.3%	34.9%
1996	6	10,198	4.6%	39.5%
1995	7	16,514	7.5%	47.0%
1994	8	9,839	4.5%	51.5%
1993	9	9,024	4.1%	55.6%
1992	10	8,989	4.1%	59.7%
1991	11	10,071	4.6%	64.3%
1990	12	7,841	3.6%	67.8%
1989	13	9,193	4.2%	72.0%
1988	14	7,117	3.2%	75.3%
1987	15	8,232	3.7%	79.0%
1986	16	5,662	2.6%	81.6%
1985	17	2,618	1.2%	82.8%
1984	18	4,775	2.2%	84.9%
1983	19	1,961	0.9%	85.8%
1982	20	497	0.2%	86.1%
1981	21	826	0.4%	86.4%
1980 or Earlier	>21	10,925	5.0%	91.4%
Not Known	Unknown	18,924	8.6%	100.0%
Total Vehicle In Use		219,985		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

San Luis Obispo

Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	0	0.0%	0.0%
2001	1	13,351	2.8%	2.8%
2000	2	38,846	8.2%	11.1%
1999	3	30,153	6.4%	17.5%
1998	4	30,757	6.5%	24.0%
1997	5	27,100	5.8%	29.8%
1996	6	33,948	7.2%	37.0%
1995	7	27,822	5.9%	42.9%
1994	8	27,048	5.7%	48.6%
1993	9	26,029	5.5%	54.1%
1992	10	18,395	3.9%	58.0%
1991	11	28,876	6.1%	64.2%
1990	12	14,906	3.2%	67.3%
1989	13	17,152	3.6%	71.0%
1988	14	18,918	4.0%	75.0%
1987	15	14,981	3.2%	78.2%
1986	16	13,983	3.0%	81.1%
1985	17	12,756	2.7%	83.8%
1984	18	9,074	1.9%	85.8%
1983	19	7,101	1.5%	87.3%
1982	20	5,332	1.1%	88.4%
1981	21	4,441	0.9%	89.3%
1980 or Earlier	>21	25,030	5.3%	94.7%
Not Known	Unknown	25,208	5.3%	100.0%
Total Vehicle In Use		471,207		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Santa Barbara				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	382	0.2%	0.2%
2001	1	6,972	3.8%	4.0%
2000	2	14,750	8.0%	12.0%
1999	3	9,298	5.0%	17.0%
1998	4	13,321	7.2%	24.2%
1997	5	11,776	6.4%	30.6%
1996	6	12,641	6.8%	37.4%
1995	7	12,275	6.6%	44.1%
1994	8	9,572	5.2%	49.3%
1993	9	8,668	4.7%	54.0%
1992	10	6,671	3.6%	57.6%
1991	11	10,834	5.9%	63.4%
1990	12	6,951	3.8%	67.2%
1989	13	8,457	4.6%	71.8%
1988	14	8,748	4.7%	76.5%
1987	15	7,659	4.1%	80.7%
1986	16	5,214	2.8%	83.5%
1985	17	4,536	2.5%	85.9%
1984	18	2,784	1.5%	87.4%
1983	19	2,362	1.3%	88.7%
1982	20	966	0.5%	89.3%
1981	21	652	0.4%	89.6%
1980 or Earlier	>21	7,093	3.8%	93.4%
Not Known	Unknown	12,107	6.6%	100.0%
Total Vehicle In Use		184,689		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

SCAG				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	69,370	1.0%	1.0%
2001	1	549,808	8.1%	9.1%
2000	2	641,811	9.4%	18.6%
1999	3	480,222	7.1%	25.6%
1998	4	486,916	7.2%	32.8%
1997	5	464,130	6.8%	39.6%
1996	6	402,079	5.9%	45.6%
1995	7	447,393	6.6%	52.1%
1994	8	339,957	5.0%	57.1%
1993	9	286,305	4.2%	61.4%
1992	10	259,636	3.8%	65.2%
1991	11	253,624	3.7%	68.9%
1990	12	255,271	3.8%	72.7%
1989	13	298,080	4.4%	77.1%
1988	14	184,903	2.7%	79.8%
1987	15	221,947	3.3%	83.0%
1986	16	181,584	2.7%	85.7%
1985	17	131,954	1.9%	87.7%
1984	18	94,303	1.4%	89.1%
1983	19	37,502	0.6%	89.6%
1982	20	31,706	0.5%	90.1%
1981	21	24,212	0.4%	90.4%
1980 or Earlier	>21	216,013	3.2%	93.6%
Not Known	Unknown	434,119	6.4%	100.0%
Total Vehicle In Use		6,792,845		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Shasta				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	182	0.2%	0.2%
2001	1	1,694	2.1%	2.4%
2000	2	4,628	5.8%	8.2%
1999	3	4,662	5.8%	14.0%
1998	4	4,811	6.0%	20.0%
1997	5	3,453	4.3%	24.4%
1996	6	3,840	4.8%	29.2%
1995	7	4,145	5.2%	34.4%
1994	8	3,400	4.3%	38.6%
1993	9	7,961	10.0%	48.6%
1992	10	3,787	4.7%	53.4%
1991	11	4,692	5.9%	59.3%
1990	12	4,032	5.1%	64.3%
1989	13	4,151	5.2%	69.5%
1988	14	2,146	2.7%	72.2%
1987	15	2,875	3.6%	75.8%
1986	16	2,850	3.6%	79.4%
1985	17	2,237	2.8%	82.2%
1984	18	2,608	3.3%	85.5%
1983	19	1,185	1.5%	86.9%
1982	20	660	0.8%	87.8%
1981	21	333	0.4%	88.2%
1980 or Earlier	>21	4,957	6.2%	94.4%
Not Known	Unknown	4,458	5.6%	100.0%
Total Vehicle In Use		79,747		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Stanislaus				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	1,204	0.7%	0.7%
2001	1	10,113	6.0%	6.7%
2000	2	14,939	8.8%	15.5%
1999	3	12,394	7.3%	22.8%
1998	4	11,411	6.7%	29.5%
1997	5	12,904	7.6%	37.1%
1996	6	8,233	4.9%	42.0%
1995	7	13,703	8.1%	50.0%
1994	8	11,043	6.5%	56.5%
1993	9	7,472	4.4%	60.9%
1992	10	6,409	3.8%	64.7%
1991	11	6,285	3.7%	68.4%
1990	12	5,317	3.1%	71.6%
1989	13	6,681	3.9%	75.5%
1988	14	5,942	3.5%	79.0%
1987	15	6,440	3.8%	82.8%
1986	16	2,697	1.6%	84.4%
1985	17	5,294	3.1%	87.5%
1984	18	2,551	1.5%	89.0%
1983	19	1,614	1.0%	89.9%
1982	20	546	0.3%	90.3%
1981	21	689	0.4%	90.7%
1980 or Earlier	>21	6,451	3.8%	94.5%
Not Known	Unknown	9,377	5.5%	100.0%
Total Vehicle In Use		169,709		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Tulare				
Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	0	0.0%	0.0%
2001	1	2,155	1.4%	1.4%
2000	2	9,425	5.9%	7.3%
1999	3	10,601	6.7%	14.0%
1998	4	7,509	4.7%	18.7%
1997	5	12,894	8.1%	26.8%
1996	6	7,703	4.9%	31.7%
1995	7	6,425	4.0%	35.7%
1994	8	6,642	4.2%	39.9%
1993	9	8,170	5.1%	45.1%
1992	10	14,066	8.9%	53.9%
1991	11	8,236	5.2%	59.1%
1990	12	5,244	3.3%	62.4%
1989	13	7,626	4.8%	67.2%
1988	14	6,359	4.0%	71.2%
1987	15	1,901	1.2%	72.4%
1986	16	4,015	2.5%	74.9%
1985	17	3,427	2.2%	77.1%
1984	18	1,925	1.2%	78.3%
1983	19	1,076	0.7%	79.0%
1982	20	1,438	0.9%	79.9%
1981	21	1,880	1.2%	81.1%
1980 or Earlier	>21	11,643	7.3%	88.4%
Not Known	Unknown	18,386	11.6%	100.0%
Total Vehicle In Use		158,746		

**Table 22 - 2000-2001 VEHICLE IN USE ON AVERAGE WEEKDAY DISTRIBUTED
BY AGE OF VEHICLE By Region
(Age Calculated from 2002)**

Western Slope/Sierra Nevada

Model Year of	Age of Vehicle	Number of Vehicles in Use	Percent of Vehicles	Cumulative Percent
2002	<1	47	0.1%	0.1%
2001	1	2,082	3.2%	3.2%
2000	2	4,105	6.2%	9.4%
1999	3	3,803	5.8%	15.2%
1998	4	4,488	6.8%	22.0%
1997	5	5,621	8.5%	30.5%
1996	6	3,200	4.8%	35.3%
1995	7	3,309	5.0%	40.3%
1994	8	2,847	4.3%	44.7%
1993	9	3,237	4.9%	49.6%
1992	10	2,189	3.3%	52.9%
1991	11	4,424	6.7%	59.6%
1990	12	3,681	5.6%	65.1%
1989	13	4,207	6.4%	71.5%
1988	14	1,801	2.7%	74.2%
1987	15	1,237	1.9%	76.1%
1986	16	2,430	3.7%	79.8%
1985	17	1,595	2.4%	82.2%
1984	18	700	1.1%	83.3%
1983	19	583	0.9%	84.1%
1982	20	848	1.3%	85.4%
1981	21	574	0.9%	86.3%
1980 or Earlier	>21	5,898	8.9%	95.2%
Not Known	Unknown	3,162	4.8%	100.0%
Total Vehicle In Use		66,068		

Z. Driver Trips in Motion by Hour

Estimates of traffic volume based on numbers of trip starts per hour are biased in that they do not accurately reflect the differential impact of trip duration on traffic volume. (According to such an estimate, a five-minute trip would contribute as much to traffic congestion and air pollution as a 30-minute trip, which under normal conditions would not be the case.) Previous survey data have indicated that peak hour trips are of longer average duration than trips at other times of the day. The result is an accumulation of traffic during peak hours. The influence of trips, which have segments in more than one hourly interval, is better reflected by the percentage of total daily travel time expended during each interval.

Figures 9 to 13 present distributions of the proportion of total travel time in terms of vehicle minutes (trips in motion) expended during each hour for average weekday driver trips. Separate distributions are shown by trip type and for total trips (all trip types combined). Data for California as a whole shows that the distribution of "home-work" driver trips in motion is characterized by a morning peak period during the 6:00 a.m. to 8:00 a.m. interval and an afternoon peak period which occurs between 3:00 p.m. and 5:00 p.m.

The volume of total traffic is greatest during the afternoon peak, as evident in the distribution of total trips in motion. For total trips, the afternoon peak accounts for about 18 percent of travel time consumed by all trips while the morning peak period accounts for about 15 percent of total travel time consumed by vehicle drivers during the average weekday.

In contrast to the distribution of weekday trip starts by hour presented in Figure 7, the distribution of weekday trips in motion or vehicle minutes does not show a pronounced midday peak period. This difference implies that midday driver trips are relatively short in duration as compared to driver trips, which occur during the morning and afternoon peak periods.

Table 23 displays the percentage distribution of vehicle minutes for driver trips in motion by region, hour, and trip type.

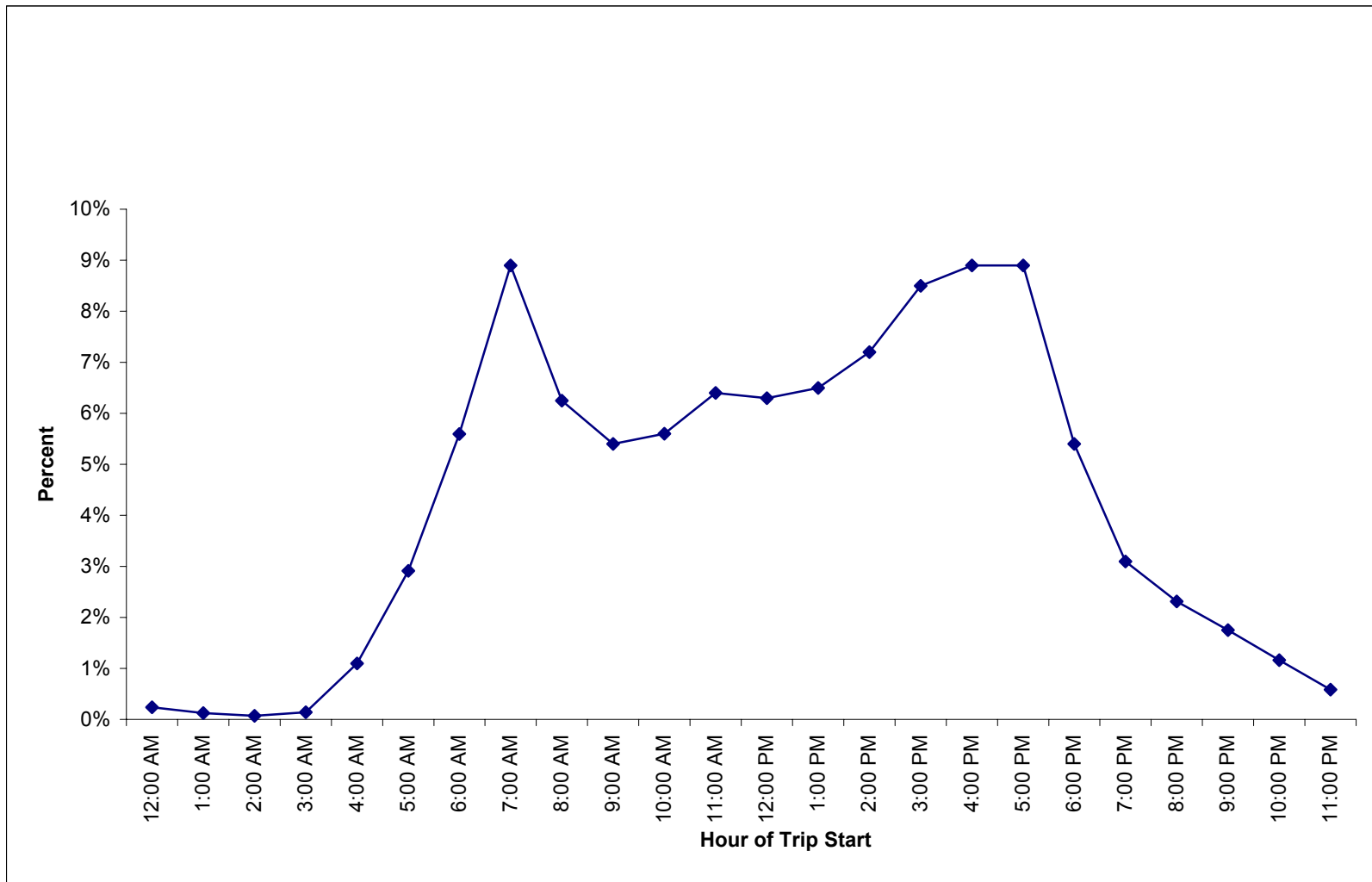


Figure 9 - Percent of Driver Trips in Motion By Hour of Trip Start -- "Total" Driver Trip Vehicle Minutes (2000-2001 California)

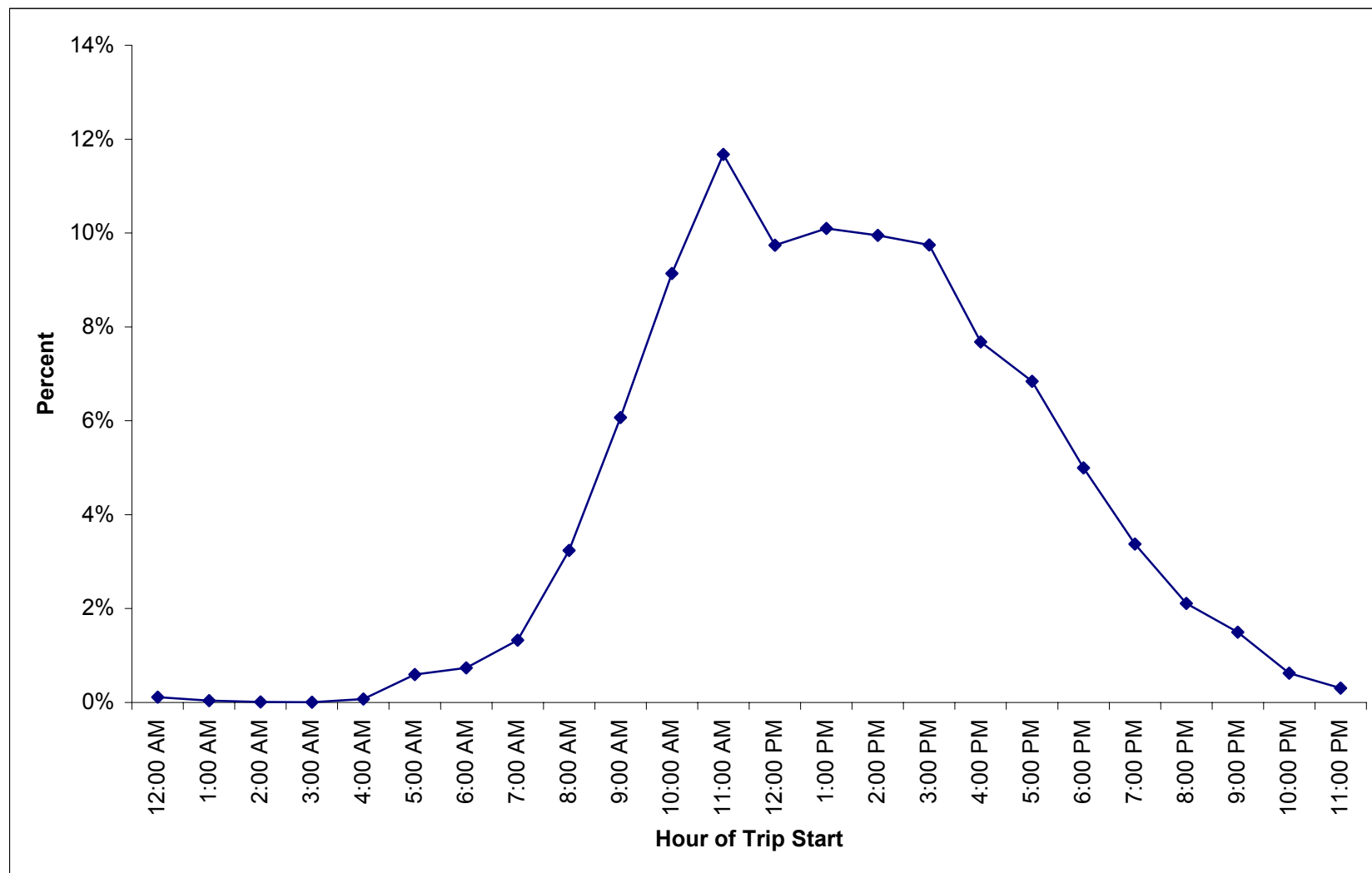


Figure 10 - Percent of Driver Trips in Motion By Hour of Trip Start "Other-Other" Driver Trip Vehicle Minutes (2000-2001 California)

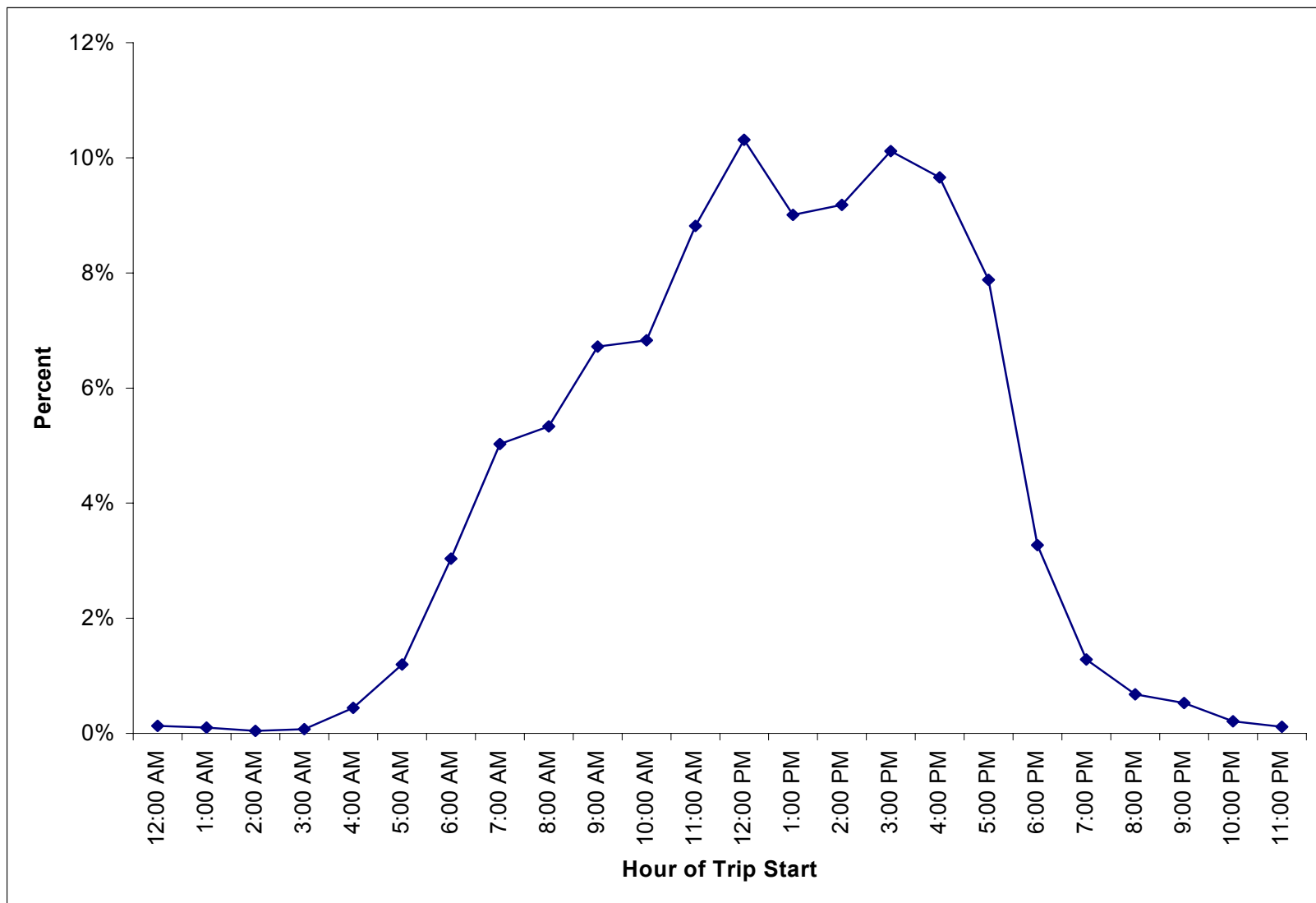


Figure 11 - Percent of Driver Trips in Motion By Hour of Trip Start "Work-Other" Driver Trip Vehicle Minutes (2000-2001 California)

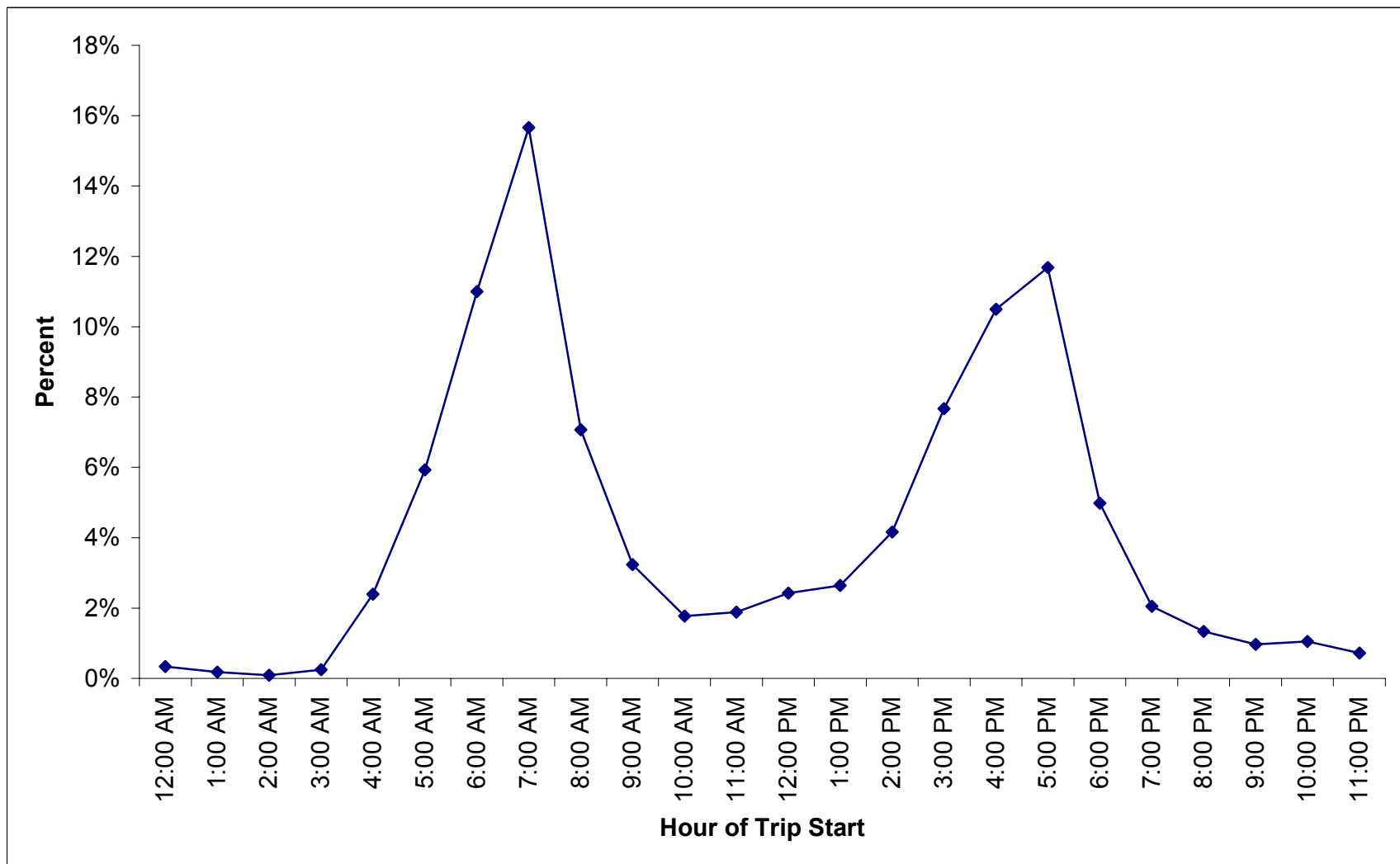


Figure 12 - Percent of Driver Trips in Motion By Hour of Trip Start -- "Home-Work" Driver Trip Vehicle Minutes (2000-2001 California)

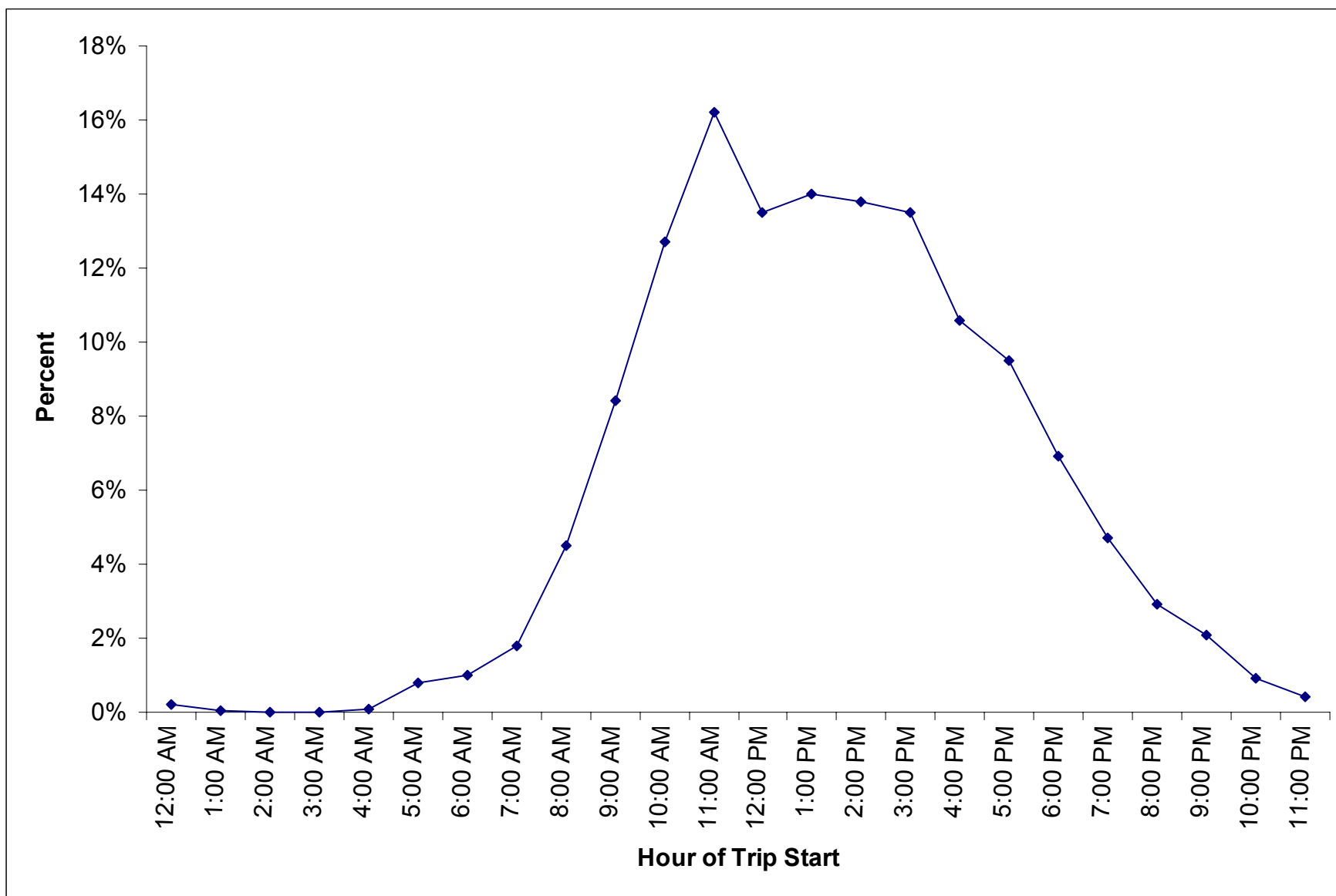


Figure 13 - Percent of Driver Trips in Motion By Hour of Trip Start "Home-Shopping" Driver Trip Vehicle Minutes (2000-2001 California)

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

California						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.3%	0.1%	0.1%	0.3%	0.2%	0.2%
1:00 AM	0.1%	0.0%	0.1%	0.2%	0.1%	0.1%
2:00 AM	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%
3:00 AM	0.1%	0.0%	0.1%	0.2%	0.0%	0.1%
4:00 AM	0.7%	0.1%	0.4%	2.4%	0.1%	1.1%
5:00 AM	1.8%	0.6%	1.2%	5.9%	0.8%	2.9%
6:00 AM	3.9%	0.7%	3.0%	11.0%	1.0%	5.6%
7:00 AM	8.0%	1.3%	5.0%	15.7%	1.8%	8.9%
8:00 AM	7.4%	3.2%	5.3%	7.1%	4.5%	6.2%
9:00 AM	6.2%	6.1%	6.7%	3.2%	8.4%	5.4%
10:00 AM	5.9%	9.1%	6.8%	1.8%	12.7%	5.6%
11:00 AM	5.4%	11.7%	8.8%	1.9%	16.2%	6.4%
12:00 PM	5.6%	9.7%	10.3%	2.4%	13.5%	6.3%
1:00 PM	6.0%	10.1%	9.0%	2.6%	14.0%	6.5%
2:00 PM	6.9%	10.0%	9.2%	4.2%	13.8%	7.2%
3:00 PM	6.9%	9.7%	10.1%	7.7%	13.5%	8.5%
4:00 PM	6.9%	7.7%	9.7%	10.5%	10.6%	8.9%
5:00 PM	6.7%	6.8%	7.9%	11.7%	9.5%	8.9%
6:00 PM	6.4%	5.0%	3.3%	5.0%	6.9%	5.4%
7:00 PM	4.5%	3.4%	1.3%	2.1%	4.7%	3.1%
8:00 PM	4.0%	2.1%	0.7%	1.3%	2.9%	2.3%
9:00 PM	3.3%	1.5%	0.5%	1.0%	2.1%	1.8%
10:00 PM	2.0%	0.6%	0.2%	1.1%	0.9%	1.2%
11:00 PM	0.8%	0.3%	0.1%	0.7%	0.4%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

AMBAG						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.3%	0.0%	0.1%	0.4%	0.1%	0.3%
1:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%
4:00 AM	1.0%	0.0%	0.2%	2.8%	0.0%	1.4%
5:00 AM	1.3%	0.0%	0.6%	7.2%	0.0%	3.3%
6:00 AM	4.6%	0.3%	2.2%	9.4%	0.4%	5.4%
7:00 AM	7.1%	0.9%	6.9%	14.0%	1.2%	8.7%
8:00 AM	6.9%	1.9%	6.2%	7.3%	2.6%	6.1%
9:00 AM	6.1%	5.5%	4.7%	4.2%	7.6%	5.2%
10:00 AM	8.0%	11.0%	6.3%	1.0%	15.1%	5.8%
11:00 AM	5.1%	11.7%	6.9%	1.4%	16.1%	5.5%
12:00 PM	7.6%	11.3%	10.0%	1.5%	15.5%	6.5%
1:00 PM	6.1%	12.5%	9.8%	2.1%	17.1%	6.6%
2:00 PM	6.0%	9.9%	12.5%	5.1%	13.6%	7.5%
3:00 PM	8.0%	9.7%	10.8%	6.9%	13.3%	8.5%
4:00 PM	6.7%	7.2%	9.3%	10.5%	9.9%	8.9%
5:00 PM	5.2%	7.8%	8.1%	14.3%	10.7%	10.0%
6:00 PM	5.7%	4.0%	1.9%	5.5%	5.5%	4.9%
7:00 PM	3.9%	3.4%	2.0%	2.4%	4.7%	3.1%
8:00 PM	5.1%	2.1%	0.6%	1.5%	2.8%	2.6%
9:00 PM	2.5%	0.4%	0.7%	1.1%	0.5%	1.3%
10:00 PM	1.9%	0.3%	0.4%	0.6%	0.4%	0.9%
11:00 PM	1.0%	0.2%	0.0%	0.5%	0.3%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Butte						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.2%	0.0%	0.0%	1.1%	0.0%	0.4%
1:00 AM	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
2:00 AM	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%
3:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
4:00 AM	0.0%	0.0%	0.0%	1.0%	0.0%	0.3%
5:00 AM	1.9%	0.0%	0.2%	4.8%	0.0%	1.9%
6:00 AM	2.1%	0.0%	5.8%	9.5%	0.0%	4.1%
7:00 AM	8.8%	1.6%	4.6%	18.9%	2.6%	9.1%
8:00 AM	7.3%	4.6%	4.9%	7.8%	7.5%	6.7%
9:00 AM	5.3%	5.5%	10.6%	1.7%	9.0%	5.5%
10:00 AM	8.7%	7.8%	9.3%	1.6%	12.7%	7.1%
11:00 AM	5.8%	10.4%	7.0%	3.1%	16.9%	7.1%
12:00 PM	5.7%	9.8%	7.2%	6.3%	16.0%	7.8%
1:00 PM	7.8%	9.7%	8.1%	3.9%	15.9%	7.9%
2:00 PM	8.0%	8.5%	7.0%	3.1%	13.9%	7.2%
3:00 PM	6.1%	13.0%	14.5%	5.7%	21.3%	9.8%
4:00 PM	5.4%	7.3%	5.7%	7.7%	11.9%	7.0%
5:00 PM	6.7%	9.0%	12.5%	9.5%	14.8%	9.5%
6:00 PM	4.9%	4.2%	1.8%	6.6%	6.8%	5.0%
7:00 PM	4.5%	3.1%	0.3%	3.3%	5.1%	3.4%
8:00 PM	3.4%	2.3%	0.1%	0.8%	3.8%	2.1%
9:00 PM	2.8%	2.0%	0.4%	0.8%	3.3%	1.8%
10:00 PM	2.6%	0.8%	0.0%	0.5%	1.2%	1.2%
11:00 PM	1.4%	0.3%	0.0%	2.1%	0.4%	1.1%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Fresno						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.1%	0.0%	0.0%	0.3%	0.0%	0.1%
1:00 AM	0.0%	0.0%	0.0%	0.3%	0.0%	0.1%
2:00 AM	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
3:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4:00 AM	0.2%	0.0%	0.0%	1.9%	0.0%	0.9%
5:00 AM	0.6%	0.0%	0.3%	4.3%	0.0%	2.1%
6:00 AM	1.4%	1.4%	4.1%	11.9%	0.9%	6.2%
7:00 AM	10.4%	0.1%	3.8%	17.7%	0.1%	11.0%
8:00 AM	6.0%	0.3%	6.8%	4.0%	0.2%	4.3%
9:00 AM	4.8%	4.8%	8.1%	3.9%	3.2%	4.7%
10:00 AM	6.1%	9.9%	8.4%	2.7%	6.6%	5.2%
11:00 AM	4.7%	14.1%	7.7%	2.0%	9.4%	5.0%
12:00 PM	5.3%	11.0%	17.1%	1.0%	7.3%	5.5%
1:00 PM	9.5%	14.4%	7.9%	3.3%	9.5%	6.9%
2:00 PM	6.9%	7.6%	8.0%	3.6%	5.0%	5.5%
3:00 PM	6.5%	7.9%	5.2%	8.6%	5.3%	7.2%
4:00 PM	8.7%	7.8%	9.2%	12.2%	5.2%	9.9%
5:00 PM	6.9%	7.2%	9.9%	13.3%	4.8%	9.8%
6:00 PM	7.0%	4.8%	2.2%	4.9%	3.2%	5.0%
7:00 PM	3.3%	5.5%	0.3%	1.5%	3.7%	2.3%
8:00 PM	5.0%	0.7%	0.3%	0.5%	0.5%	1.7%
9:00 PM	3.2%	2.3%	0.0%	0.6%	1.6%	1.5%
10:00 PM	2.6%	0.0%	0.0%	0.9%	0.0%	1.1%
11:00 PM	0.7%	0.1%	0.9%	0.7%	0.1%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Kern						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.2%	0.2%	0.7%	0.0%	0.3%	0.2%
1:00 AM	0.2%	0.0%	0.0%	0.1%	0.0%	0.1%
2:00 AM	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
4:00 AM	1.7%	0.0%	0.0%	2.8%	0.0%	1.5%
5:00 AM	0.8%	0.0%	1.2%	5.7%	0.0%	2.3%
6:00 AM	3.0%	2.8%	7.1%	12.6%	4.5%	6.8%
7:00 AM	8.6%	0.5%	1.8%	16.5%	0.8%	8.6%
8:00 AM	5.5%	3.1%	5.3%	4.6%	4.9%	4.8%
9:00 AM	11.2%	7.7%	5.7%	3.3%	12.3%	7.5%
10:00 AM	3.7%	5.5%	7.3%	2.2%	8.8%	4.3%
11:00 AM	7.2%	10.6%	12.6%	2.5%	16.9%	7.6%
12:00 PM	6.2%	9.4%	7.7%	2.9%	14.9%	6.5%
1:00 PM	5.4%	9.8%	8.2%	2.4%	15.6%	6.2%
2:00 PM	6.8%	15.8%	9.6%	2.8%	25.2%	8.6%
3:00 PM	7.0%	7.6%	13.2%	7.5%	12.1%	8.5%
4:00 PM	3.6%	7.6%	11.3%	11.7%	12.2%	8.5%
5:00 PM	8.7%	8.6%	5.3%	10.7%	13.7%	9.4%
6:00 PM	5.5%	4.2%	1.5%	4.4%	6.6%	4.6%
7:00 PM	4.5%	3.0%	0.8%	2.7%	4.8%	3.3%
8:00 PM	3.3%	2.1%	0.3%	1.0%	3.3%	2.0%
9:00 PM	5.2%	1.2%	0.2%	1.2%	1.9%	2.5%
10:00 PM	0.9%	0.0%	0.0%	1.9%	0.0%	0.9%
11:00 PM	0.6%	0.2%	0.0%	0.3%	0.3%	0.4%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Merced						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.3%	0.0%	0.0%	0.7%	0.0%	0.4%
1:00 AM	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.4%	0.0%	0.2%
4:00 AM	1.2%	0.0%	0.8%	3.7%	0.0%	1.9%
5:00 AM	3.1%	1.0%	1.7%	5.9%	1.2%	3.6%
6:00 AM	2.1%	0.1%	2.3%	10.2%	0.1%	4.9%
7:00 AM	7.4%	2.8%	5.3%	12.9%	3.5%	8.4%
8:00 AM	3.8%	2.1%	3.3%	4.8%	2.6%	3.9%
9:00 AM	6.3%	3.9%	8.2%	4.8%	4.9%	5.6%
10:00 AM	6.6%	12.2%	9.2%	1.5%	15.1%	6.2%
11:00 AM	5.3%	12.3%	11.1%	2.3%	15.3%	6.5%
12:00 PM	5.9%	9.9%	19.8%	3.3%	12.4%	7.8%
1:00 PM	7.2%	9.0%	7.3%	6.0%	11.3%	7.3%
2:00 PM	5.4%	5.7%	7.0%	5.0%	7.2%	5.6%
3:00 PM	8.0%	9.5%	7.9%	9.1%	11.8%	8.9%
4:00 PM	7.0%	7.3%	4.9%	9.8%	9.1%	8.0%
5:00 PM	6.7%	6.4%	7.6%	9.7%	8.0%	8.1%
6:00 PM	9.6%	8.8%	1.9%	4.7%	10.9%	6.7%
7:00 PM	5.3%	4.4%	0.0%	1.7%	5.5%	3.1%
8:00 PM	3.4%	2.8%	0.0%	1.4%	3.5%	2.1%
9:00 PM	2.7%	1.4%	0.6%	0.3%	1.8%	1.3%
10:00 PM	1.4%	0.0%	1.1%	1.4%	0.0%	1.1%
11:00 PM	1.3%	0.2%	0.0%	0.3%	0.3%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

MTC						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.4%	0.2%	0.0%	0.3%	0.3%	0.3%
1:00 AM	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
2:00 AM	0.2%	0.0%	0.0%	0.1%	0.0%	0.1%
3:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
4:00 AM	1.2%	0.1%	0.2%	2.3%	0.2%	1.2%
5:00 AM	0.7%	0.2%	0.3%	4.6%	0.2%	2.0%
6:00 AM	1.8%	0.7%	2.6%	10.1%	1.1%	4.7%
7:00 AM	6.7%	1.6%	3.4%	15.5%	2.3%	8.5%
8:00 AM	6.9%	5.4%	4.6%	9.3%	8.0%	7.4%
9:00 AM	6.9%	4.2%	7.2%	4.1%	6.2%	5.5%
10:00 AM	5.7%	13.5%	6.2%	1.9%	20.1%	6.6%
11:00 AM	5.8%	12.4%	7.6%	1.8%	18.4%	6.5%
12:00 PM	5.1%	7.4%	8.0%	1.9%	11.1%	5.2%
1:00 PM	5.5%	11.4%	9.0%	1.6%	16.9%	6.3%
2:00 PM	5.6%	8.4%	10.4%	3.8%	12.5%	6.5%
3:00 PM	6.4%	9.2%	11.2%	7.4%	13.8%	8.4%
4:00 PM	9.4%	5.1%	10.7%	9.4%	7.7%	8.9%
5:00 PM	7.9%	6.7%	10.9%	12.5%	10.0%	10.0%
6:00 PM	6.1%	5.9%	4.8%	6.9%	8.8%	6.4%
7:00 PM	5.8%	3.7%	1.7%	2.4%	5.5%	3.7%
8:00 PM	3.8%	1.5%	0.4%	1.6%	2.3%	2.1%
9:00 PM	4.5%	1.0%	0.4%	1.0%	1.5%	2.0%
10:00 PM	2.5%	0.8%	0.3%	0.9%	1.2%	1.3%
11:00 PM	1.1%	0.6%	0.0%	0.4%	0.8%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Rural						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.4%	0.1%	0.1%	0.4%	0.1%	0.3%
1:00 AM	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
4:00 AM	0.4%	0.2%	1.1%	1.5%	0.2%	0.8%
5:00 AM	1.2%	1.7%	0.8%	7.6%	2.2%	3.1%
6:00 AM	2.6%	1.1%	1.6%	10.4%	1.4%	4.3%
7:00 AM	8.7%	0.9%	6.6%	16.4%	1.2%	8.6%
8:00 AM	9.0%	3.5%	6.8%	7.4%	4.6%	7.0%
9:00 AM	7.0%	7.9%	5.8%	3.1%	10.3%	6.2%
10:00 AM	6.2%	8.2%	7.4%	2.1%	10.7%	6.0%
11:00 AM	6.6%	10.1%	9.6%	2.3%	13.1%	7.1%
12:00 PM	6.8%	9.3%	11.7%	3.0%	12.1%	7.5%
1:00 PM	6.8%	10.4%	9.2%	2.8%	13.5%	7.3%
2:00 PM	6.7%	11.2%	9.2%	4.6%	14.6%	8.0%
3:00 PM	6.4%	9.8%	10.4%	5.9%	12.7%	8.1%
4:00 PM	7.5%	8.4%	9.3%	11.4%	10.9%	9.4%
5:00 PM	5.7%	7.5%	5.9%	10.0%	9.7%	7.6%
6:00 PM	6.6%	3.3%	2.5%	4.1%	4.2%	4.5%
7:00 PM	3.8%	1.7%	1.2%	1.9%	2.2%	2.4%
8:00 PM	2.9%	2.2%	0.4%	1.4%	2.9%	2.0%
9:00 PM	2.8%	1.7%	0.4%	1.1%	2.2%	1.7%
10:00 PM	1.4%	0.5%	0.0%	1.2%	0.6%	0.9%
11:00 PM	0.4%	0.4%	0.0%	0.8%	0.5%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

SACOG						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.2%	0.1%	0.0%	0.4%	0.1%	0.2%
1:00 AM	0.2%	0.0%	0.0%	0.2%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
4:00 AM	0.6%	0.0%	0.0%	2.4%	0.0%	1.1%
5:00 AM	1.0%	1.0%	1.8%	4.5%	1.3%	2.5%
6:00 AM	2.4%	0.1%	1.8%	12.9%	0.1%	5.9%
7:00 AM	8.8%	2.2%	5.4%	17.2%	2.7%	10.2%
8:00 AM	9.3%	1.1%	4.8%	7.4%	1.4%	6.2%
9:00 AM	4.9%	6.5%	4.0%	2.6%	8.0%	4.4%
10:00 AM	3.8%	6.4%	6.7%	2.5%	7.9%	4.4%
11:00 AM	5.5%	9.0%	7.9%	1.3%	11.1%	5.1%
12:00 PM	7.4%	12.4%	10.2%	2.0%	15.4%	7.1%
1:00 PM	6.0%	9.5%	10.3%	1.8%	11.7%	5.9%
2:00 PM	6.9%	13.4%	8.9%	2.5%	16.6%	7.2%
3:00 PM	6.7%	6.9%	13.0%	8.7%	8.5%	8.5%
4:00 PM	5.9%	10.1%	12.4%	10.1%	12.5%	9.5%
5:00 PM	7.5%	4.6%	7.2%	12.3%	5.7%	8.8%
6:00 PM	7.9%	7.7%	3.3%	5.3%	9.5%	6.4%
7:00 PM	4.6%	4.4%	1.6%	1.8%	5.4%	3.2%
8:00 PM	3.7%	2.9%	0.4%	1.7%	3.6%	2.4%
9:00 PM	3.8%	1.0%	0.1%	0.7%	1.2%	1.5%
10:00 PM	2.0%	1.0%	0.0%	0.9%	1.2%	1.1%
11:00 PM	0.7%	0.0%	0.1%	0.7%	0.0%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

San Diego						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.2%	0.1%	0.0%	0.4%	0.2%	0.2%
1:00 AM	0.2%	0.0%	0.5%	0.3%	0.0%	0.2%
2:00 AM	0.4%	0.0%	0.0%	0.2%	0.0%	0.2%
3:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
4:00 AM	0.7%	0.0%	0.0%	1.1%	0.0%	0.6%
5:00 AM	3.2%	0.0%	0.4%	6.7%	0.0%	3.4%
6:00 AM	10.1%	0.0%	3.6%	14.9%	0.1%	8.8%
7:00 AM	6.2%	0.6%	3.4%	13.2%	0.8%	7.2%
8:00 AM	6.5%	1.8%	5.4%	7.0%	2.4%	5.6%
9:00 AM	4.6%	5.9%	6.9%	4.0%	7.9%	5.1%
10:00 AM	4.5%	10.6%	6.5%	1.7%	14.0%	5.3%
11:00 AM	5.2%	10.4%	9.3%	1.3%	13.8%	5.8%
12:00 PM	6.2%	10.9%	9.3%	2.0%	14.5%	6.4%
1:00 PM	5.1%	10.2%	9.6%	1.7%	13.6%	5.9%
2:00 PM	8.1%	13.7%	10.1%	3.3%	18.2%	8.2%
3:00 PM	5.9%	7.7%	8.2%	8.7%	10.2%	7.8%
4:00 PM	5.8%	8.6%	9.3%	11.8%	11.4%	9.3%
5:00 PM	6.6%	4.9%	8.7%	10.2%	6.5%	8.0%
6:00 PM	6.5%	5.8%	5.7%	6.2%	7.7%	6.3%
7:00 PM	3.6%	3.9%	0.9%	1.7%	5.2%	2.7%
8:00 PM	3.9%	2.2%	1.2%	1.8%	2.9%	2.5%
9:00 PM	3.3%	1.6%	0.7%	0.9%	2.1%	1.8%
10:00 PM	2.7%	0.5%	0.0%	0.5%	0.6%	1.1%
11:00 PM	0.3%	0.7%	0.4%	0.3%	0.9%	0.4%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

San Joaquin						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
1:00 AM	0.0%	0.0%	1.3%	0.1%	0.0%	0.2%
2:00 AM	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.2%	0.2%	0.3%	0.2%	0.2%
4:00 AM	0.1%	0.0%	0.0%	3.9%	0.0%	1.8%
5:00 AM	0.8%	0.1%	1.4%	7.2%	0.1%	3.6%
6:00 AM	9.4%	0.1%	1.5%	12.5%	0.2%	8.1%
7:00 AM	5.1%	0.2%	5.5%	16.3%	0.3%	9.3%
8:00 AM	7.1%	2.9%	5.0%	4.4%	3.4%	4.9%
9:00 AM	4.9%	10.5%	7.6%	1.5%	12.3%	4.9%
10:00 AM	4.8%	4.9%	8.5%	1.6%	5.8%	3.9%
11:00 AM	4.8%	12.8%	15.6%	1.5%	15.0%	6.3%
12:00 PM	4.8%	10.9%	8.2%	2.6%	12.8%	5.5%
1:00 PM	5.2%	5.6%	3.6%	2.5%	6.5%	3.9%
2:00 PM	8.9%	11.6%	8.3%	6.3%	13.6%	8.3%
3:00 PM	6.2%	13.7%	11.9%	7.7%	16.0%	9.1%
4:00 PM	7.1%	6.3%	8.4%	7.2%	7.4%	7.3%
5:00 PM	6.3%	7.2%	7.7%	14.3%	8.5%	10.3%
6:00 PM	6.9%	8.6%	2.9%	3.8%	10.1%	5.4%
7:00 PM	5.9%	2.1%	0.3%	2.2%	2.5%	2.9%
8:00 PM	4.2%	1.6%	0.1%	1.0%	1.9%	1.8%
9:00 PM	4.9%	0.4%	0.0%	1.7%	0.5%	2.0%
10:00 PM	1.9%	0.1%	1.6%	0.5%	0.1%	0.9%
11:00 PM	0.8%	0.0%	0.0%	0.9%	0.0%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

San Luis Obispo						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.3%	0.1%	0.0%	0.1%	0.2%	0.2%
1:00 AM	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
2:00 AM	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4:00 AM	0.0%	0.0%	0.0%	2.0%	0.0%	0.7%
5:00 AM	0.9%	1.6%	0.8%	6.4%	2.2%	2.9%
6:00 AM	7.5%	0.4%	2.2%	9.7%	0.5%	6.1%
7:00 AM	7.3%	1.0%	5.4%	18.3%	1.4%	9.4%
8:00 AM	9.6%	5.3%	4.6%	9.5%	7.6%	8.3%
9:00 AM	6.6%	3.5%	6.8%	2.3%	4.9%	4.7%
10:00 AM	7.7%	11.2%	5.7%	2.3%	16.0%	6.9%
11:00 AM	3.8%	10.1%	5.9%	2.9%	14.5%	5.5%
12:00 PM	3.6%	8.2%	12.4%	3.3%	11.6%	5.8%
1:00 PM	5.5%	11.5%	12.0%	1.8%	16.3%	6.7%
2:00 PM	8.9%	7.7%	5.1%	3.2%	10.9%	6.6%
3:00 PM	7.7%	9.7%	10.5%	7.9%	13.8%	8.9%
4:00 PM	6.1%	9.3%	10.6%	10.1%	13.3%	9.0%
5:00 PM	6.3%	9.0%	11.1%	11.2%	12.8%	9.4%
6:00 PM	6.1%	5.6%	1.9%	2.5%	7.9%	4.5%
7:00 PM	3.5%	3.9%	1.3%	1.9%	5.6%	3.0%
8:00 PM	3.5%	0.9%	1.5%	0.9%	1.3%	1.9%
9:00 PM	3.1%	0.5%	2.4%	0.9%	0.8%	1.7%
10:00 PM	1.4%	0.4%	0.0%	1.7%	0.6%	1.2%
11:00 PM	0.3%	0.2%	0.0%	1.0%	0.3%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Santa Barbara						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.2%	0.2%	0.1%	0.6%	0.2%	0.3%
1:00 AM	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
4:00 AM	0.1%	0.0%	0.0%	1.1%	0.0%	0.4%
5:00 AM	1.5%	0.5%	0.1%	3.1%	0.5%	1.6%
6:00 AM	5.4%	1.5%	1.9%	9.0%	1.7%	5.3%
7:00 AM	9.8%	1.5%	5.4%	15.9%	1.7%	9.5%
8:00 AM	6.3%	3.2%	6.3%	10.0%	3.5%	6.9%
9:00 AM	4.9%	4.5%	5.3%	4.5%	5.0%	4.8%
10:00 AM	6.3%	8.3%	7.1%	1.4%	9.1%	5.4%
11:00 AM	5.0%	18.9%	11.2%	2.1%	20.8%	7.9%
12:00 PM	4.1%	7.7%	10.7%	3.5%	8.5%	5.6%
1:00 PM	4.4%	7.3%	9.3%	2.4%	8.0%	5.0%
2:00 PM	7.0%	10.1%	12.4%	2.8%	11.2%	7.1%
3:00 PM	6.0%	11.4%	10.3%	7.1%	12.6%	8.1%
4:00 PM	11.5%	8.1%	8.6%	10.6%	9.0%	10.2%
5:00 PM	7.9%	5.7%	6.5%	13.0%	6.3%	8.9%
6:00 PM	5.8%	5.7%	3.3%	4.5%	6.2%	5.1%
7:00 PM	4.0%	2.4%	0.3%	2.3%	2.6%	2.7%
8:00 PM	4.5%	0.9%	0.8%	1.4%	1.0%	2.4%
9:00 PM	3.1%	1.1%	0.0%	1.6%	1.2%	1.8%
10:00 PM	1.9%	0.2%	0.1%	2.4%	0.2%	1.5%
11:00 PM	0.2%	0.9%	0.2%	0.6%	1.0%	0.5%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

SCAG						
In the Hour Beginning	Trip Type					Total
	Home-Other	Other-Other	Work-Other	Home-Work	Home-Shopping	
12:00 AM	0.3%	0.2%	0.2%	0.3%	0.3%	0.3%
1:00 AM	0.2%	0.1%	0.0%	0.4%	0.2%	0.2%
2:00 AM	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%
3:00 AM	0.4%	0.0%	0.2%	0.5%	0.0%	0.4%
4:00 AM	1.0%	0.1%	0.3%	2.7%	0.2%	1.4%
5:00 AM	2.2%	0.5%	1.8%	6.3%	0.8%	3.3%
6:00 AM	3.2%	1.0%	3.6%	11.3%	1.5%	5.8%
7:00 AM	8.6%	1.2%	4.7%	13.9%	1.9%	8.6%
8:00 AM	6.7%	2.1%	4.3%	7.0%	3.3%	5.7%
9:00 AM	6.2%	5.4%	6.3%	3.0%	8.4%	5.1%
10:00 AM	5.6%	7.5%	4.5%	1.6%	11.7%	4.7%
11:00 AM	4.7%	11.2%	8.3%	1.9%	17.7%	5.9%
12:00 PM	4.7%	10.2%	9.7%	2.0%	16.1%	5.9%
1:00 PM	5.7%	10.5%	10.5%	3.1%	16.6%	6.8%
2:00 PM	7.6%	8.6%	9.0%	4.6%	13.5%	7.3%
3:00 PM	7.1%	9.9%	8.5%	7.8%	15.6%	8.5%
4:00 PM	5.7%	7.9%	11.0%	10.6%	12.5%	8.9%
5:00 PM	7.0%	7.7%	8.1%	11.4%	12.1%	9.2%
6:00 PM	6.0%	5.2%	4.8%	4.8%	8.2%	5.5%
7:00 PM	5.5%	4.6%	2.0%	2.3%	7.2%	3.9%
8:00 PM	4.0%	2.4%	1.1%	1.5%	3.8%	2.5%
9:00 PM	3.3%	2.3%	0.8%	0.7%	3.7%	2.0%
10:00 PM	2.7%	0.9%	0.2%	1.0%	1.4%	1.5%
11:00 PM	1.4%	0.3%	0.2%	0.9%	0.4%	0.8%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Shasta						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.5%	0.3%	0.0%	0.0%	0.4%	0.2%
1:00 AM	0.0%	0.3%	0.1%	0.0%	0.4%	0.1%
2:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
3:00 AM	0.1%	0.0%	0.2%	0.0%	0.0%	0.1%
4:00 AM	0.2%	0.0%	0.0%	1.7%	0.0%	0.6%
5:00 AM	3.8%	0.2%	7.0%	6.1%	0.3%	4.1%
6:00 AM	1.5%	0.0%	8.3%	9.8%	0.0%	4.7%
7:00 AM	7.0%	2.4%	6.7%	18.8%	3.5%	9.6%
8:00 AM	12.5%	0.7%	5.1%	6.1%	1.0%	6.6%
9:00 AM	7.9%	5.8%	11.3%	2.4%	8.5%	6.4%
10:00 AM	4.9%	14.6%	7.5%	1.3%	21.5%	7.2%
11:00 AM	6.6%	11.8%	7.5%	1.7%	17.4%	7.0%
12:00 PM	7.0%	10.4%	7.7%	2.9%	15.3%	7.2%
1:00 PM	5.9%	9.0%	7.1%	3.9%	13.2%	6.6%
2:00 PM	5.3%	11.1%	6.8%	3.5%	16.4%	6.9%
3:00 PM	10.6%	12.4%	9.1%	6.2%	18.2%	10.1%
4:00 PM	4.0%	5.8%	6.4%	12.2%	8.5%	7.6%
5:00 PM	5.2%	5.6%	3.5%	14.6%	8.3%	8.2%
6:00 PM	6.1%	3.9%	2.0%	5.0%	5.8%	4.8%
7:00 PM	3.5%	1.8%	3.3%	0.8%	2.6%	2.3%
8:00 PM	2.8%	2.0%	0.1%	0.5%	3.0%	1.6%
9:00 PM	3.4%	1.3%	0.3%	0.8%	1.9%	1.7%
10:00 PM	0.3%	0.5%	0.0%	0.9%	0.8%	0.5%
11:00 PM	0.9%	0.2%	0.0%	0.7%	0.3%	0.6%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Stanislaus						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.1%	0.0%	0.5%	0.5%	0.0%	0.3%
1:00 AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
2:00 AM	0.0%	0.0%	0.5%	0.1%	0.0%	0.1%
3:00 AM	0.4%	0.0%	0.7%	0.1%	0.0%	0.3%
4:00 AM	0.7%	0.0%	1.8%	7.3%	0.0%	3.6%
5:00 AM	3.2%	0.0%	2.4%	5.4%	0.0%	3.6%
6:00 AM	2.6%	0.0%	5.6%	7.9%	0.0%	4.9%
7:00 AM	7.6%	0.5%	5.2%	16.7%	0.6%	10.3%
8:00 AM	5.9%	1.2%	2.9%	5.0%	1.4%	4.5%
9:00 AM	9.9%	10.3%	6.8%	3.1%	11.9%	6.6%
10:00 AM	5.6%	7.0%	5.3%	2.3%	8.1%	4.4%
11:00 AM	3.9%	13.5%	8.1%	1.2%	15.7%	4.8%
12:00 PM	5.1%	14.2%	9.3%	2.5%	16.5%	5.9%
1:00 PM	5.6%	8.5%	6.1%	2.0%	9.8%	4.6%
2:00 PM	7.8%	12.4%	11.1%	4.4%	14.4%	7.5%
3:00 PM	6.6%	10.0%	11.7%	9.6%	11.6%	9.2%
4:00 PM	5.3%	8.9%	9.4%	10.4%	10.3%	8.7%
5:00 PM	7.9%	5.1%	7.0%	10.5%	5.9%	8.6%
6:00 PM	5.7%	3.6%	0.3%	5.3%	4.2%	4.6%
7:00 PM	5.8%	1.4%	1.1%	1.7%	1.7%	2.8%
8:00 PM	4.0%	0.8%	2.5%	1.1%	0.9%	2.1%
9:00 PM	2.0%	1.9%	1.1%	1.3%	2.2%	1.6%
10:00 PM	3.6%	0.5%	0.6%	0.9%	0.6%	1.6%
11:00 PM	0.6%	0.0%	0.0%	0.7%	0.0%	0.4%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Tulare						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.1%	0.0%	0.2%	0.2%	0.0%	0.1%
1:00 AM	0.4%	0.0%	0.4%	0.1%	0.0%	0.2%
2:00 AM	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
3:00 AM	0.2%	0.0%	0.0%	0.3%	0.0%	0.1%
4:00 AM	0.8%	0.0%	0.6%	1.5%	0.0%	0.8%
5:00 AM	4.2%	0.3%	1.3%	4.0%	0.4%	2.9%
6:00 AM	6.1%	0.5%	2.0%	11.4%	0.8%	5.9%
7:00 AM	6.1%	3.6%	4.6%	20.2%	6.0%	9.6%
8:00 AM	9.7%	3.0%	7.2%	6.8%	4.9%	7.2%
9:00 AM	4.2%	6.3%	6.7%	2.1%	10.4%	4.8%
10:00 AM	3.8%	9.5%	7.8%	1.2%	15.6%	5.4%
11:00 AM	4.8%	20.6%	8.4%	1.3%	33.9%	8.9%
12:00 PM	4.0%	5.3%	10.3%	3.1%	8.8%	5.2%
1:00 PM	5.1%	6.2%	11.2%	2.1%	10.2%	5.7%
2:00 PM	5.1%	7.9%	7.0%	4.8%	13.1%	6.3%
3:00 PM	6.6%	9.0%	10.9%	10.6%	14.9%	9.3%
4:00 PM	6.1%	5.9%	9.5%	9.8%	9.7%	7.9%
5:00 PM	8.1%	4.4%	6.0%	9.5%	7.3%	7.6%
6:00 PM	8.6%	3.4%	3.0%	2.9%	5.7%	5.3%
7:00 PM	3.0%	3.9%	1.2%	2.2%	6.5%	3.0%
8:00 PM	6.9%	5.7%	0.6%	0.8%	9.5%	4.3%
9:00 PM	3.0%	2.0%	0.7%	0.9%	3.3%	2.0%
10:00 PM	1.3%	2.2%	0.0%	2.3%	3.6%	1.7%
11:00 PM	1.3%	0.2%	0.2%	1.7%	0.4%	1.1%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Table 23 - 2000-2001 WEEKDAY DRIVER TRIPS* IN MOTION (Percentage of Vehicle Minutes) By Region, Beginning Hour, and Trip Type

Western Slope/Sierra Nevada						
In the Hour Beginning	Trip Type					Total
	Home- Other	Other- Other	Work- Other	Home- Work	Home- Shopping	
12:00 AM	0.1%	0.0%	0.8%	0.3%	0.0%	0.2%
1:00 AM	0.0%	0.0%	0.0%	0.4%	0.0%	0.1%
2:00 AM	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%
3:00 AM	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
4:00 AM	1.4%	0.0%	2.0%	1.1%	0.1%	1.1%
5:00 AM	1.2%	0.3%	1.0%	6.9%	0.6%	2.5%
6:00 AM	3.2%	1.0%	2.8%	10.6%	1.7%	4.6%
7:00 AM	9.1%	1.7%	5.5%	16.6%	2.8%	8.8%
8:00 AM	6.8%	9.3%	6.4%	6.8%	16.0%	8.1%
9:00 AM	4.8%	6.7%	10.3%	2.3%	11.6%	5.9%
10:00 AM	9.2%	10.0%	12.1%	0.5%	17.2%	8.1%
11:00 AM	6.8%	10.6%	7.8%	2.4%	18.2%	7.5%
12:00 PM	5.1%	10.8%	10.5%	2.6%	18.5%	7.4%
1:00 PM	6.8%	10.5%	4.1%	4.2%	18.1%	7.4%
2:00 PM	5.2%	6.9%	7.4%	5.4%	11.8%	6.5%
3:00 PM	7.4%	10.6%	8.8%	6.7%	18.3%	9.0%
4:00 PM	9.0%	7.8%	10.1%	12.1%	13.4%	10.2%
5:00 PM	4.6%	5.0%	7.6%	12.1%	8.7%	7.5%
6:00 PM	6.5%	3.5%	1.3%	4.7%	6.1%	4.8%
7:00 PM	3.6%	3.2%	0.5%	0.9%	5.4%	2.5%
8:00 PM	5.3%	0.7%	0.5%	0.9%	1.3%	2.3%
9:00 PM	2.1%	0.9%	0.2%	1.5%	1.6%	1.4%
10:00 PM	1.2%	0.4%	0.0%	0.6%	0.7%	0.7%
11:00 PM	0.5%	0.0%	0.0%	0.2%	0.1%	0.3%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Driver trips include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and motorcycle/Moped driver trips.

Chapter 7. Effects of September 11, 2001 and Impact on Travel Behavior

The terrorist attacks in the United States on September 11, 2001 (9/11) had a profound impact on the nation's travel behavior (Post 9/11 Talking Points Facts and Figures 2003, CommWeb 2003, Wainhouse Research 2003). The 2000-2001 California Statewide Household Travel Survey was conducted before, during and after 9/11. Analysis of the survey data collected in the Fall 2000, Spring 2001 and Fall 2001 periods indicated that the number of trips decreased from the pre-9/11 (Fall 2000 and Spring 2001) when compared to post 9/11 (Fall 2001) in all trip type categories Home to Other, Other to Other, Work to Other and Home to Shop with the exception of Home to Work. In an attempt to understand the changes in travel behavior as a consequence of 9/11, a method was developed to evaluate how trip rates were affected. This method and the application of trip 9/11 correction factors are presented in this Chapter. However, for the purpose of the Weekday Report, the tables of driver, person and total trips do not include the post-9/11 adjustment factor. The updated driver, person and total trip tables will be released as a separate report.

A. Reduction of Incidental Trips

The goal was to find out whether travelers reduced the number of trips they made due to 9/11 events and if so, which trip types were likely reduced. Caltrans analyzed socioeconomic and travel information from the Census and FHWA and other travel surveys to understand individual travel behavior relative to the 2001 Survey. By comparing the 2001 Survey pre and post 9/11 linked trip data, the following objectives were accomplished: (1) Determination of the 9/11 effects on weekday linked driver trips and weekday linked person trips, and (2) calculation of an adjustment factor to account for the decrease in 2001 driver, person and total trips.

As expected, the events of 9/11 reduced both driver and person trip rates. Weekday linked driver trips decreased by 19.67% and weekday linked person trip rates decreased by 15.88%. Most affected by changes in travel behavior were participant's nonessential travel or incidental trips that could be eliminated or postponed. The trip rate reductions are regarded as a temporary phenomenon with "normal" travel behavior returning with the passage of time in most cases. By taking into account any adjustment for trips eliminated or postponed due to 9/11, the 2001 Survey provides the detailed information useful for the regional models to estimate future transportation projects. Caltrans recommends that the 2001 Survey weekday linked driver, person and total trips be adjusted by the method described below.

B. Comparison of Pre-9/11 and Post 9/11 Trips

To adjust post-9/11 linked trip data, Caltrans used Fall 2000 (pre-9/11) weekday data as the base and compared Fall 2001 (post 9/11) data to the pre-9/11 survey data. Pre-9/11 data consists of travel data from Fall 2000 and excludes data from Spring 2001 to reduce bias due to seasonal influences. The methodology to calculate the difference in the trip rates between pre and post 9/11 data is described below.

C. Post 9/11 Trip Adjustment Factor

The adjustment was made only to the trips made after 9/11:

1. Identify the regions, which were included in both Fall 2000 (pre-9/11) and Fall 2001(post-9/11) phases of the 2000-2001 California Household Statewide Travel Survey.
2. Calculate the Driver and Person trip rates for both phases (Pre and post September 11, 2001) independently.
3. Calculate the ratio of Fall 2000 Trip Rates to Fall 2001 Trip Rates for both the Driver and Person trips for all the regions, which had "trips" and were surveyed after September 11, 2001.
4. Multiply the ratios from Step 2 by the appropriate weighting factors (Driver and Person Trip weight) for all the trips made after September 11, 2001.

These new weighting factors will be used to recreate all of the tables for 2000/2001 Statewide Travel Survey to include the temporarily effect of September 11 on trip rates.

Table 24 - Percent Change From Pre 9/11 to Post 9/11 in Trip Rate

Trip Type	Driver Trips			Person Trips			Total Trips		
	Per Household			Per Household			Per Household		
	Fall 00	Fall 01	%	Fall 00	Fall 01	%	Fall 00	Fall 01	%
Home-Other	1.93	1.60	-17.23%	3.02	2.78	-8.06%	3.37	3.17	-5.95%
Other-Other	0.97	0.52	-46.77%	1.34	0.76	-43.34%	1.41	0.79	-43.64%
Work-Other	0.91	0.56	-38.99%	0.97	0.59	-39.83%	1.01	0.60	-40.56%
Home-Work	1.62	1.75	7.94%	1.75	1.97	12.98%	1.80	2.02	12.47%
Home-Shop	0.77	0.56	-26.96%	0.97	0.68	-30.39%	0.99	0.74	-25.41%
Total	6.20	4.98	-19.67%	8.05	6.77	-15.88%	8.58	7.33	-14.61%

Driver Trips September 11, 2001 correction factor ($6.20/4.98 = 1.24$)

Person Trips September 11, 2001 correction factor ($8.05/6.77 = 1.17$)

Driver trip correction factor was 1.24.

Person trip correction factor includes all driver trips, plus passenger in car truck or van, local bus, express bus, light rail/street car or trolley, metro blue

line, metro green line, metro red line, BART, heavy rail, dial a ride/paratransit, school bus, taxi shuttle bus or limousine, and Greyhound/Trailways. For driver trips within the Person trip correction factor is 1.24, for the remaining of the trips the correction factor is 1.17

- 1) September 11, 2001 correction factors were based on the following regions
(These regions had sampling data before and after September 11, 2001):
 - a) AMBAG, Fresno, Kern, Merced, Rural, SACOG, San Diego, San Luis Obispo, Santa Barbara, Stanislaus, Tulare
- 2) September 11, 2001 correction factors were applied to the following regions
(These regions all had sampling data after September 11, 2001):
 - a) AMBAG, Fresno, Kern, Merced, MTC, Rural, SACOG, San Diego, San Joaquin, San Luis Obispo, Santa Barbara, SCAG, Shasta, Stanislaus, Tulare and Western Slope/Sierra Nevada.
- 3) September 11, 2001 correction factors were not applied to the following regions
(These regions did not have survey data after September 11, 2001):
 - a) Butte, MTC, San Joaquin, SCAG, Shasta, and Western Slope/Sierra Nevada.

References

1. Cases, Jesse, Project Director, (June 2002) *2000-2001 California Statewide Household Travel Survey Final Report*, (NuStats, Austin, Texas)
2. Meserve, Jason, "Survey confirms shift from travel to online collaboration" Network World Fusion (08/26/02)
<http://napps.nwfusion.com/weblogs/multimedia/archives/000273.html>
3. NYC & company, "Post 9/11 Talking Points – Facts & Figures" (5/6/03)
<http://www.nycvisit.com>

Glossary of Terms

TRIP:

A "trip" is defined as one-way travel from a starting place to a stop for a particular purpose. Specifically, the trip purpose at the starting place of the trip or the ending place include home, work, work-related business, entertainment or social events, recreational activities, shopping, education, serving a passenger, changing mode of travel, or "other" trip purposes.

If more than one means of transportation was used in traveling from one point to another, each mode was recorded as a separate trip. Also, if a driver stops to serve a passenger, a separate trip was recorded for that driver. Simply defined, one trip ends and another begins every time a traveler stops for a particular purpose, or a person changes his mode of travel, or when a driver stops to serve a passenger, or when the tripmaker reaches his destination.

Note that trips were recorded for each household member five years of age or older. Walk trips were recorded only if they were one-quarter of a mile or longer (or three blocks).

UNLINKED TRIPS:

A trip file which contains all trips as collected and recorded under the above trip definition are considered to be "unlinked" trips in an "unlinked" trip file. Unlinked trips are contrasted to "linked" trips as defined below because none of the trips have been combined with other trips to reflect special travel situations when a person changes travel mode to reach the "real" destination or when a driver makes a stop to serve a passenger on the way to the actual or ultimate destination.

LINKED TRIPS:

Our survey procedures specify that one trip ends and another begins every time a tripmaker stops for a particular purpose; such as, changes mode of travel to get to the actual destination, or when a driver stops to pick up or drop off a passenger. If trips are analyzed separately, sometimes the relationships between the actual starting point, the true destination, the primary mode of travel, and the purpose of the "real" trip would be lost.

Consequently, for analytical purposes, it is desirable to combine or "link" those trips that have a trip purpose of either "change travel mode" or "serve passenger".

Combining these types of trips preserves the relationship between the actual trip purpose, the primary mode of travel, and the ultimate destination of the overall trip. This situation occurs when it is desirable to analyze an entire journey as a single trip when it had been recorded, by definition, as a series or two of more trips.

Note that the trip linking process causes a decrease in the absolute number of "trips" taking place when compared to unlinked trips. The trip data presented in this report are a summary of "linked" trips unless otherwise noted.

PERSON TRIPS:

Include all in-vehicle driver and passenger trips including public transit and rail passengers for household members five years of age or older. Person trips exclude walk, bicycle, airplane (commercial and private), and "other" mode trips. Don't Know and Refused responses are not included.

DRIVER TRIPS:

Include automobile, pickup truck, RV, Sport Utility Vehicle, van, truck, and Motorcycle/Moped driver trips.

PUBLIC TRANSIT TRIPS:

Include modes such as local public bus, express bus, Dial-A-Ride/Paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green Line, Metro Red Line, BART, CALTRAIN, Metro Link, and AMTRAK. **(Note that intercity bus and commercial airplane passengers are not included as public transit trips in this report.)**

PUBLIC TRANSPORTATION TRIPS:

Include modes such as local public bus, express bus, Dial-A-Ride/Paratransit, light rail/streetcar/trolley, Metro Blue Line, Metro Green Line, Metro Red Line, BART, CALTRAIN, Metro Link, AMTRAK, intercity bus and commercial airplane passengers.

PUBLIC TRANSPORTATION TRIPS (intercity):

Include the intercity modes of intercity bus and commercial airplane.

WEEKDAY TRIPS:

Represent trips or travel from the average of five weekdays, Monday through Friday.

VEHICLES IN USE:

Vehicles in use included only those vehicles which were used on the designated travel day.

VEHICLE OCCUPANCY RATES:

Represent the number of persons occupying a vehicle for automobile, pickup truck, RV, Sport Utility Vehicle, van, and truck driver trips only. (This is in contrast to the Average Vehicle Ridership definition used in some contexts by other agencies, which includes bus passengers and non-vehicular travel to the workplace.)

TRIP TYPES:

On the basis of trip origin and destination purposes, trips were classified into the five standard trip types as shown below. Note that origin and destination trip purposes are treated interchangeably in classifying trips by type. For example, trips from home-to-work as well as from work-to-home (regardless of the direction) are both classified as "home-work" trips.

Home-Other:	Trips between home and other locations for purposes other than work, work-related business, or shopping.
Other-Other:	All nonhome-based trips, which do not begin or end at work.
Work-Other:	Trips, which either begin or end at the place of work and which do not begin or end at home.
Home-Work:	Trips between home and place of work or work-related business (in either direction).

Home-Shopping: Trips between home and locations for shopping (regardless of the direction).

HOUSEHOLD:

Includes the entire group of persons (whether related or not) who occupy one housing unit. A household may be several persons living together or one person living alone.

MULTIPLE HOUSING UNITS:

Include apartments, duplex units, mobile homes or trailers, condominiums or townhouses and group quarters (dorms, barracks, etc).

SINGLE HOUSING UNITS:

Include only unattached single-family homes.

SURVEY REGION ACRONYMS:

AMBAG:

Association of Monterey Bay Area Governments is a region covering Monterey, San Benito and Santa Cruz Counties.

MTC:

Metropolitan Transportation Commission is a region covering the nine bay area counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties.

SCAG:

Southern California Association of Governments is a region covering the five counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

SACOG:

Sacramento Area Council of Governments is a region that includes Sacramento, Sutter, Yolo, Yuba, and the Western portions of El Dorado and Placer Counties.

Rural:

Alpine, Colusa, Del Norte, Glenn, Humboldt, Inyo, Kings, Lake, Lassen, Madera, Mendocino, Modoc, Mono, Nevada, Plumas, Sierra, Siskiyou, Tehama and Trinity Counties.

Western Slope/ Sierra Nevada:

Western Slope/ Sierra Nevada is a region that includes Amador, Calaveras, Mariposa, and Tuolumne Counties.

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